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No. 26,022

HONG KONG, THURSDAY, NOVEMBER 8, 1928.

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## U. S. PRESIDENTIAL "LANDSLIDE"

### BIG VICTORY

#### REPUBLICANS CARRY THE DAY SOLIDLY

#### WOMEN ELECTED

New York, Yesterday.  
The newspaper comments refer to the unprecedented political landslide and to an unusually dry vote.

The "World," the leading democratic organ, wishes Hoover "health, strength and good fortune" and "congratulates Smith on his gallantry against insuperable odds."

The democratic "New York Times" admits Hoover's remarkable ability as a practical politician and suggests that he now has an opportunity to prove that he is not merely a practical engineer but a full-rounded man equal to the great task laid upon him at home and abroad.

The Republican "Herald" and "Tribune" calls the election a "triumph of reason over emotion" and says that Smith's gesture towards prohibition reform was seen to be only a gesture, and that the injection of a religious issue into the campaign by the Democrats was an egregious blunder.

"Never Again"  
In announcing his expectation never again to compete for public office, Smith declared: "I am happy and content to conclude over a quarter of a century of public life."

#### Women Elected

New York City has elected a woman for Congress. She is the Republican, Miss Ruth Pratt.

Mrs. Hanna McCormick, of Chicago, was also elected for Congress. She is a daughter of Mark Hanna (Ohio) the senator who is credited with having made McKinley president in 1896 by his political ability.

Mrs. Ruth Owen (Democrat, Florida) daughter of the late W. J. Bryan was also elected to Congress.

#### Market Sound

The stock market on the first after election session opened with an advance of practically all stocks.

#### "Staggering"

The latest results confirm the staggering proportions of Hoover's majority.

For the first time since Grant took Richmond, after the Civil War, Florida and Texas and perhaps even Virginia have abandoned Democratic allegiance.

The landslide has likewise crushed the so-called "Farm Revolt" by carrying away every North-Western State over the whole agricultural west. So far, Hoover has 217 million votes and Smith 12½ millions.

#### 5 More Votes for Smith

It now appears that Rhode Island, with five votes, should be credited to the Democrats bringing up the total to 69 and correspondingly reducing Hoover's total to 462.

The final electoral vote will probably be approximately 444 for Hoover and 87 for Smith.

Franklin Roosevelt (Democrat) and Ottinger (Republican) are still contesting the Governorship of New York State, the former having a small lead, and is expected win.—Reuter's American Service.

#### London, Yesterday.

America's tradition "from log cabin to White House" is maintained by the election of Hoover, the Quaker and austere prohibitionist, who started life as a newsboy and became a very successful businessman, standing in Republican eyes for a continuance of prosperity.

It is generally conceded that the women's vote was largely responsible for the sweeping victory and was at least due to the popularity of college-bred Mrs. Hoover, whom Hoover met when both were students at the university, he paying his way by selling newspapers and acting as laundry agent.

The completeness of the victory is indicated by the respective numbers of the electoral votes. As the votes of the electoral college total 531, Smith has established a new low record in the number of Democrat votes polled.—Reuter.

#### Earlier Telegrams

New York, Nov. 7.

"I congratulate you heartily on your victory, and extend good wishes for your health and happiness and the success of your administration." is the telegram which

## K.O.S.B. PRIVATE & SERGEANT

### SERIOUS CHARGE

#### ALLEGATION OF STABBING ABOARD TRANSPORT

#### HIGH SEAS AFFAIR

Private James Boyle (23), of the King's Own Scottish Borderers, is at present in police custody and will have to face a serious charge of the attempted murder of a Non-Commissioned Officer on board H.M. Transport "Somersetshire" whilst the vessel was on the high seas.

The "Somersetshire" arrived here on Friday afternoon last with drafts for the 2nd Batt. King's Own Scottish Borderers and the Royal Artillery for Hong Kong, also a number of Officers, and the 1st Batt. the Norfolk Regiment, on passage from Egypt to Shanghai, where they join the North China Command.

Both Private Boyle and the injured N.C.O. Sergeant Kerr, were in the draft sent out from Home to join the K.O.S.B. here in Hong Kong. The affair between Private Boyle and Sergeant Kerr was alleged to have occurred on October 20 when the "Somersetshire" was about one day out of Colombo.

#### Police in Charge

It has not been possible to ascertain the cause of the trouble, but from what could be gathered from the local police, who are now interrogating witnesses, Private Boyle was alleged to have stabbed Sergeant Kerr, who was so seriously injured that he had to be taken ashore at Colombo and immediately rushed off to hospital. Private Boyle was placed under restraint on board the troopship and taken on to Hong Kong.

On arrival of the "Somersetshire" here on Friday afternoon, Private Boyle was brought ashore and detained by the Military authorities until yesterday when he was handed over to the police, who now have charge of the case.

It is learned that latest information received here from Colombo gave the gratifying news that Sergeant Kerr was now out of danger of losing his life, and is in fact recovering rapidly. He should be able to make the trip to Hong Kong soon.

#### Governor Al Smith sent to his

successful rival, Mr. Hoover.

Smith's campaign manager, Mr. Rasbick has issued the statement that "the Democratic Party fought gallantly and clearly for the principles in which it believes. The verdict of the people has been given, and in accordance with Democratic principles we cheerfully accept the will of the majority."

#### Republican Control

The Republican victory, entailing a largely increased Republican representation, means that Hoover as President will have the support of a Congress controlled by Republicans, and Coolidge's small majority of 86 will be augmented sufficiently to permit Hoover to dominate both the Senate.

#### Hoover "Saluted"

Mr. Hoover received his first Presidential salute at Paballo last night, when an aeroplane hired by Stanford University students flew over his house and dropped twenty-one "bombs." These bombs exploded in the air while Hoover, who had come from his bed on to the verandah to acknowledge the congratulations of the students, was thanking the youths, who were carrying torchlights and accompanied by a brass band for their well-meant demonstration.

#### Changing Fortunes

In New York State Smith was leading at an early hour, but later Hoover gained the advantage. When Hoover finally carried Smith's home state, his victory became a certainty, and even the leading Democratic paper, the "World," conceded it to him. Mr. Charles Hills, a Republican National Committeeman, telegraphed congratulating Hoover on his election when this result became known.

Other Democratic strongholds, such as Virginia, Florida, and Texas, also transferred their support to Hoover, though at an early hour Smith was ahead in the country districts of Texas. While the majority of the "safe" Democratic localities changed their allegiance, all the Republican strongholds stood fast, and Hoover swept the board with the exception of some small districts in Georgia, Alabama and South Carolina.

## CHATER-RD. MOTOR CLASH

### I'LL BREAK YOUR CAR

#### SCRAMBLE IN PUBLIC VEHICLE STAND

#### WILFUL DAMAGE ALLEGED

"Indian devil, I'll break your car!"

In the witness box in the Summary Court this morning, Gulam Mohamed, owner and driver of public motorcars, said that those were the words a Chinese driver used when the latter wilfully backed his car to cause damage to that belonging to him, Gulam Mohamed.

The Indian was suing Mr. Kwok Lam-ying, of No. 363, Des Voeux-road Central for \$65 damages, being \$30 for a new mudguard, \$15 for repairs to axle and \$20 for loss of hire on three days.

Mr. J. M. d'Almada Remedios was for plaintiff and Mr. Frank X. d'Almada for defendant.

#### Leading Cases

Mr. Remedios explained that defendant was sued as owner of car No. 497 which was driven by defendant's employee. Two well-known leading cases were quoted by Mr. Remedios to support his contention that the defence could not plead that defendant's driver had gone beyond the pale of his employment in wilfully causing damage.

The case for plaintiff, who called other drivers to support his version, was that at 2 p.m. on Aug. 28, his car was fifth in the public stand in Chater-road, outside the Hotel Savoy. Defendant's occupied fourth position.

In accordance with instructions of the Traffic Department, each car moved up as its predecessor obtained a fare.

#### Question of Priority

The third car, plaintiff alleged, left the rank. Car No. 497 (belonging to defendant) then manoeuvred to get into third position and plaintiff also moved to get into fourth. At that time, car No. 374 came up from Wanchai and was beckoned by defendant's driver to annex fourth position. Accordingly, plaintiff, maintaining that defendant's driver had given up his priority to the new arrival, moved his car (No. 162) into third position.

This, plaintiff also alleged, was resented by defendant's driver who used the threatening words mentioned and then twice deliberately backed his car (No. 497) on to plaintiff's front, thereby causing the damage complained of.

The case is proceeding.

## VAGRANCY

### ASKS POLICE FOR A BED FOR THE NIGHT

A British subject, named John Roberts, was this morning charged before Major C. Willson, O.B.E., with vagrancy.

According to a report, Roberts went to the charge-room at about midnight last night and asked for a night's lodging. When he was searched, he had only \$1.50 on his person.

Roberts, who did not disclose where he had come from, told the Magistrate that before coming to Hong Kong, he had arranged to stay with a friend in Garden-road. On arrival here, he went to the house and found it empty.

Not knowing where to find his friend, and not having anywhere to go, he left his luggage at the Bay View Police Station and then "knocked about Wanchai." Failing to meet anyone he knew, he decided, when it got late, to come to town and ask the police for a bed for the night.

The Magistrate asked why Roberts did not try to get accommodation for the night in a boarding house.

Roberts replied that he had got into difficulties in Hong Kong during the 1925 strike and owed money to both the Seamen's Institute and the Sailors' Home, consequently he could not get accommodation, at either place. He added that he was sure he would be able to secure accommodation with friends during the course of to-day, and asked to be given an opportunity to try. He promised to report to the police in case of failure.

Major Willson gave Roberts 24 hours in which to make his arrangements, and directed that he report the result at the Court tomorrow morning.

## RUSSIAN PRINCES' PROPERTY

### MORE INJUNCTIONS

#### 100 ART OBJECTS PREVENTED FROM BEING AUCTIONED

#### SEVERAL SOLD

Beja, Yesterday.

Encouraged by the success of Prince Cotro Maev, other Russian refugees to-day sought and obtained an injunction from the Berlin Court to prevent the auction of a hundred objects which they claim as their property, which therefore will be withdrawn, except certain articles already sold, including furniture made for Eugen Beauharnais and bought by an English dealer for \$3,000 and six Gobelin tapestries sold for \$5,000.

The auctioneers deposited the money received therefor in Court pending the final decision as to ownership.

The auction was concluded, and realised over \$100,000.—Reuter.

## ICE HOUSE STREET SENSATION

The subdued excitement evident among the stock and share-broking habitués of Ice House-street during the past few days is now, in part, explained.

It appears that a prominent broker was committed to prison on Monday at Victoria Jail falling the satisfaction of a judgment, summons against him.

He was released yesterday. Startling developments are foreshadowed.

The debtor was Mr. Harry Odell and the creditor Mr. Felix M. Ellis. Judgment for about \$70,000 arose from transactions dating back to the big slump in the summer of 1925.

The matter was settled by a set-off, the debt having been satisfied through assignment to Mr. Odell of another large debt due by Mr. Ellis to a party in Macao, who transferred his papers of claim to Mr. Odell.

## DR. TO YING-KWAN

### LETTERS OF ADMINISTRATION GRANTED

#### LOCAL ESTATE OF \$16,300

Dr. To Ying-kwan, the well-known medical practitioner of No. 15, Babington-path, who died at the age of 48 on Aug. 21, left estate in Hong Kong worth under \$16,300.

He left no will. Letters of administration have, accordingly, been granted to the widow, Mrs. To (nee Liu Heung-nug) of No. 25, Dragon-terrace, Causeway Bay.

#### MR. C. F. NICOLAS

Re-sealing of probate of the will of the late Mr. Charles Frederick Nicolas, of No. 66, Whitworth Crescent, Bitterne Park, Southampton, who died on April 29, has been granted to Mr. T. L. Christie of Chartered Bank of India, Australia & China, Hong Kong, attorney of the widow, Mrs. Elizabeth Nicolas, the executrix.

Estate in Hong Kong has been sworn under \$6,900. Deceased left net personally in Britain valued at \$5,847-13-2.

## SEVERE SENTENCE

### STRONG REPRESENTATIONS MADE TO PORTUGUESE

#### STATEMENT IN COMMONS

London, Yesterday.

A question was asked, in the House of Commons, as to what action the Government were taking with the Portuguese Government regarding the delay which had taken place in holding the trial of Mr. Brewer, second officer of the steamship "Clan Lamont," on a charge of theft at Lobito Bay, Portuguese West Africa, and regarding the severity of his sentence, which was 360 days' imprisonment and a fine of \$18 or a further 60 days' imprisonment.

Mr. Locker Lampson, Under-Secretary for Foreign Affairs, replied that the British Ambassador at Lisbon had addressed strong representations to the Portuguese Government on the 3rd instant, and that the Portuguese Government had promised immediate investigation by telegraph.

Mr. Locker Lampson added that as Brewer, after the first few days following his arrest, was detained in a local hospital, where he enjoyed considerable freedom, there was no cause for complaint regarding the conditions of his incarceration.—British Wireless Service.

## THREE EDITORS IN PRISON

### ACCOUNT OF A RACE

#### "DISRESPECT" TO OFFICIAL'S BEEFY THIGHS

#### PAPER PUNISHED FOR 15 DAYS

Disaster has befallen three editors of a Canton vernacular paper which made the mistake of saying that a high Government official ran ignominiously in a race in the 11th Kwangtung provincial athletic meeting.

General Wong Shu-hung, head of the Kwangsi Government, was the winner. The race was for officials. In its account on Saturday, the "Yin Cheung Po" referred to Mr. Wong Chit, the Commissioner of Education, as being handicapped by an abundance of flesh accumulated through preference for study over exercise.

Mr. Wong Chit, however, denies that he took part at all.

The report complained of also contained sketchy references to beefy thighs and running shorts.

#### Arrest at Restaurant

However, the article appeared on Saturday morning. On Tuesday afternoon, a dozen detectives lay in wait at the entrance of a restaurant within three of the "Yin Cheung Po's" Editors had been invited to take refreshments by a man who "wished to avail himself of their great influence in publishing a small magazine."

The Editors were arrested and detained in custody. Bail was not granted even on the application of the Chief Editor.

About ten o'clock the same night, while the literary staff were engaged in bringing out the next morning's issue, Police visited the paper's premises to announce that publication was prohibited for fifteen days as punishment.

The "Yin Cheung Po" was formerly noted for its tirades against the "China Mail" and its English contemporaries in Hong Kong.

## DARING THEFT

### THREE ARMED ROBBERS' EARLY CALL

#### PROPERTY STOLEN

Wan Kwai, a contractor living at No. 3, Kai Yee-road, reported to the police that at 4.10 this morning he was awakened by the door of his house being forced open.

As he got up to investigate, three men rushed in. One of the intruders brandished a dagger, a second carried an iron bar, whilst the third had a revolver.

He was seized and ordered not to move. He struggled, however, whereupon he was struck on the head with the iron bar and stunned.

Then, together with two folk who were sleeping on the premises, Wan was bound and gagged, and they were bundled into a cubicle where they were held prisoners.

The robbers carried out a systematic search of the place, remaining for about 20 minutes. Then a neighbour knocked on the door.

This frightened the robbers, who hurriedly departed leaving the house by the kitchen door. They had, however, collected property and money valued at \$325.50, which they carried away with them.

Houses containing a bath, hot water, two bedrooms, and kitchen, with a garden, let for 6s. a week inclusive, are being provided at Carlisle for tenants from slum areas.

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## MOUNT ETNA'S ERUPTION

### "UNPRECEDENTED"

#### VILLAGES AND FARMS BEING WIPE OUT

#### POPULATIONS EVACUATED

Catania, Yesterday.

The lava which has reached Mascali, has destroyed houses, fused iron on the railway bridge like straw and now threatens Giarre from which the authorities have ordered evacuation together from four of the surrounding villages.

The principal lava stream has destroyed the war memorial (just unveiled) in the parish church and several houses in Mascali and is threatening the railway bridge between Catania and Messina. The other stream, advancing upon Anunciata, has wiped out several farms.

#### Likely To Continue

According to seismological experts the eruption of Mount Etna, which started mildly on the 5th inst., has now gained unprecedented proportions both as regards violence and quantity. The lava eruption is likely to continue, with much damage to the countryside. Many townships have been evacuated. Mascali has been totally destroyed, but its 10,000 inhabitants were evacuated. Giarre with 20,000 is seriously threatened.—Reuter.

## STOLEN GOODS

### THE CASE AGAINST A RECEIVER

#### APPEAL TO MAGISTRATE

Earlier this week Mr. R. E. Lindsell sentenced a Chinese to five months' hard labour for receiving stolen property—over 600 lbs. of tin foil—from thieves who stole the metal from the Hop Yik Factory, Causeway Bay.

Two of the thieves were sentenced, on October 25, to two months' and three months' hard labour, respectively, whilst a third man who was charged with them was discharged because of insufficient evidence of receiving, it being shown that this man was merely the convicted receiver's employee.

When the receiver, Wong Yan-chow, was sentenced to five months' jail, he collapsed in the dock in a swoon, and his officer, Mr. Leo d'Almada, sen., secured stay of execution of the sentence for the purpose of considering an appeal against the sentence.

This morning when the case was again called before Mr. Lindsell, Mr. d'Almada said that he had been instructed by the accused's family not to proceed with the appeal. However, he asked leave to address his Worship on the sentence passed on his client, which Mr. d'Almada suggested was very severe.

He pointed out to Mr. Lindsell that there was no title of evidence to connect his client directly or indirectly with the robbery. The only evidence that had been brought against the accused was that the goods had been taken to him at 8 a.m. on October 18, and he had bought it.

It was true that he had paid as low as only 40 cents per catty of the metal and had afterwards resold it to the Taiching firm at Yau-mat at a much higher figure but, even so, when it was considered that the two convicted thieves were only sentenced to two and three months, respectively, Mr. d'Almada respectfully submitted that the penalty meted out to his client was severe.

He added that he was being supported by Mr. Hing-shing Lo, counsel for the prosecution, in his application to the Magistrate to make such reduction of the sentence as he thought fit.

Mr. Lo said that the evidence no doubt justified the accused's conviction, but in spite of the rule that if there were no receivers, there would be no thieves, he would associate himself with Mr. d'Almada's plea for one reason. That was the fact that the accused had had a good record as a member of the Force for 20 years, and had been honourably retired. For that reason alone, he was in agreement with Mr. d'Almada's plea for leniency.

#### The "Big" Offender

Mr. Lindsell said that at the point which

## GREAT BRITAIN'S PARLIAMENT

### MORE FERMENT

#### LABOUR PARTY MAKE ANGRY PROTESTS

#### THE "COMPROMISE"

London, Yesterday.

The House of Lords, yesterday evening agreed to the Address, which the Commons will debate for several days.

Mr. Baldwin's motion that the Government should take up all private members' time until Easter was adopted in the Commons to-day by 174 to 136 votes, after angry opposition and protests.

Mr. Ramsay MacDonald especially protested against the Government taking days for such bills as that of the Wireless and Cable, which he described as of supreme importance and upsetting the old national policy that the nation should control the means of communication, especially Imperial.

Mr. Wedgwood Benn resumed the debate on the Address, and demanded information as regards Britain's obligation towards France.

#### Debate In The Lords

In the House of Lords, Lord Thomson (Labour) proposed a motion to the effect that the Anglo-French Naval Agreement constituted a grave setback to the cause of disarmament, and demanded what were Britain's commitments to France.

Lord Cusheundun denied concealment or secrecy in the transaction, as Japan, Italy, and the United States had been notified two days after the agreement had been reached. He admitted that if the "malicious rumours and innuendoes" regarding British and French intentions could have been foreseen, the text would have been published but in his opinion the statement were so utterly wild, that they would soon be forgotten.

Therefore, it was decided to await the views of other Powers. He declared that there were no commitments of any sort with France and there never had been. We are under no obligations as regards the French view ancient trained reservists, which is also the view of practically all military nations of the Continent. We find it perfectly hopeless to try to get them to adopt our view that limitation of land armaments must be very partial probably ineffective unless trained reserves are included.

The replies from Italy, Japan and the United States were all courteous and friendly. The United States suggested keeping the door open for discussions, which suggestion Britain had been considering since the Naval compromise had failed.

We are back to the status quo and therefore there is no setback to disarmament but failure and disappointment.

Some other way must be found. It the compromise had succeeded the Washington Agreement would have been extended and therefore there would have been increased disarmament.

Lord Thomson withdrew his motion and the House adjourned.—Reuter.

ways arose was that but for receivers larcenies would be fewer. Therefore the law required that a receiver should be regarded as a bigger offender than the thief. However, in view of Mr. d'Almada's plea and Mr. Lo's support of that plea, he would reduce the sentence to three months' hard labour.

Mr. d'Almada asked that the sentence be dated back to the time of accused's arrest, remarking that he was a very feeble man.

Mr. Lindsell decided to date the sentence from October 25, the date on which the two thieves were sentenced.

On the question of return of the property to the Hop Yik Factory, Mr. Leo d'Almada, Jun., at the last hearing opposed on behalf of the Taich



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BANKING CORPORATION.

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A. O. HYNES, Chief Manager.

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JAPAN: Tokyo, Yokohama, Kobe,

Osaka.

FORMOSA:—Guan, Kagi, Kankou,

Keelung, Makong, Nanto, Shih,

Tainan, Taichung, Tainan, Tainan,

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## A "REAL HOME"

## \$40,000 STILL NEEDED FOR DESERVING INSTITUTION

## SALE OF WORK

At the Helena May Institute

yesterday afternoon, Mrs. W. T.

Southern opened a sale of work,

organised by the members of the

Ladies' Aid of the Wanchai

Wesleyan Church, with a view to

raising money towards the

\$40,000 still required for the new

Wesleyan Soldiers' and Sailors' Home.

Mrs. Southern was welcomed by

the Rev. J. C. Knight Anstey who

remarked on the interest that she

had always taken in public affairs

and in matters affecting the Ser-

vice men. He said that the new

Home was nearly finished, and it

was hoped to hold the official

opening in January next.

The Home, Mr. Anstey added,

would be a "real Home" for Ser-

vice men.

Opening Ceremony

In declaring the sale open, Mrs.

Southern said:—

In opening this sale of work to-

day, there seems no need to dwell

on the worthiness of the object

for which it is held. All of us

who have lived in Eastern ports

must realise that Institutions for

the entertainment of Service Men

are not a luxury, but a necessity.

A well run Institute is a nucleus

of comfort and a good fellowship

which radiates its influence fur-

ther than anyone can gauge. It

forgets links, too, between the

Services and the Civilians which

are valuable Empire bonds. I

trust that this Bazaar, into which

much thought and time has been

put, will prove a great success,

and that all who have been pre-

vented from attending it will

send their contribution towards

the \$40,000 still needed for the

Institute. It is up to all who have

homes of their own to ameliorate

the limitations of ship and bar-

ack life by providing the next

best thing to a home for the Ser-

vice Men—a good club. (Ap-

plause.)

Master Dennis Sara then pre-

sented Mrs. Southern with a

beautiful bouquet of flowers.

The Stalls

The various stalls, all laden

with a variety of useful and

pretty articles, included two gen-

eral stalls in the charge respec-

tively, of Mrs. Knight Anstey and

Mrs. Kirk, and of Mr. and Mrs.

Smith. These contained some

very attractive and desirable bar-

gains, and were well patronised.

The competition stall was in the

capable hands of Mrs. Hamer and

Mrs. Seath, whilst Miss D. Drans-

field had charge of the bran tub,

ably assisted by Miss V. Brad-

bury. Another stall which at-

tracted much attention and did

good business was the woollen

stall presided over by Mrs.

Edmonds and Mrs. Brooksbank.

Mrs. Wattie and Mrs. Sara were

popular with the children for

whom the sweets stall was the

centre of attraction.

Mrs. Makeham was responsible

for refreshments, in which work

she was assisted by Mrs. Wood,

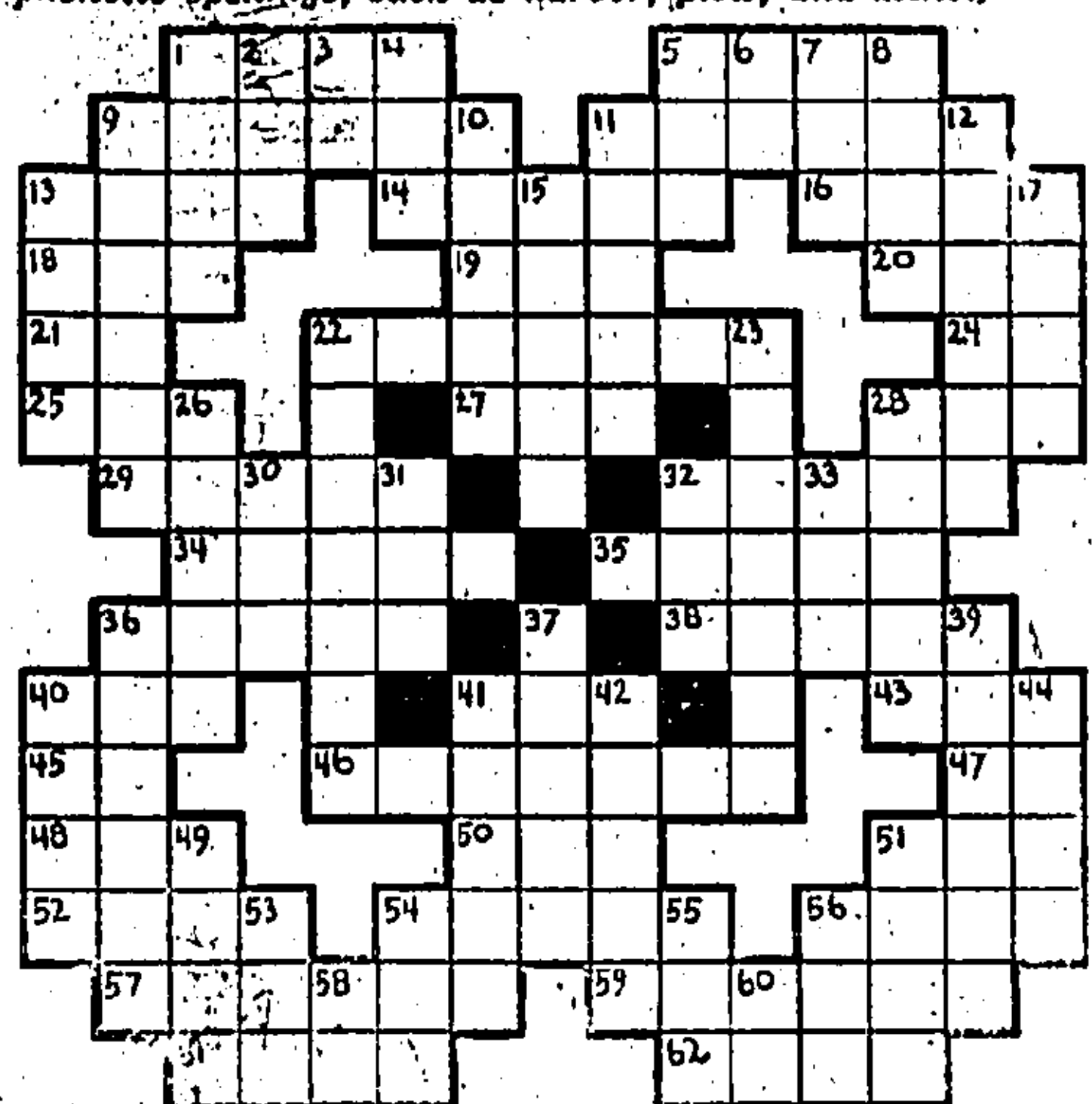
Mrs. Luck, Miss Laura Drans-

field, Miss Hanson and Miss

Tasartey.

## DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert  
 but our readers are warned to look out for occasional  
 phonetic spellings, such as harbor, glow, and altho.)



©THE INTERNATIONAL SYNDICATE.

**HORIZONTAL**  
 1-A food fish  
 2-This ship of wood  
 3-A city in Texas  
 4-Dog house  
 5-Foundations  
 6-Doghouse  
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 100-Doghouse

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

## YESTERDAY'S SOLUTION.

CUP MAIL BLOB  
 ANE ANN RIOR  
 VIENNA MOSCOW  
 I DOE LEO ARW  
 AVER CASTALIA  
 RAE MAR PENN  
 PLEVEIT EAO  
 POMER AHA ACT  
 ARISTATE STOA  
 LED ENS YET U  
 TRIVET SATURN  
 E AIM YEW NUT  
 RUNS SEEN EMS

## "DRUMS OF LOVE"

## GRIFFITH'S MASTERPIECE AT THE QUEEN'S

"Drums of Love," which is being screened at the Queen's Theatre to-day, is claimed by leading critics in America and Europe to be D. W. Griffith's greatest production since "The Birth of a Nation."

"Romantic realism and realist romance" fittingly describes one's thought of the piece. It will be shown until Saturday.

With his splendid insight into human emotions, Griffith is said to have made it a realistic drama without sordidness or drabness.

Though the story is essentially a romance of a great and tragic love, it is one of the most colour-ful and entertaining pageanties ever placed on the screen. It cannot be denied that Griffith has ably achieved his one effort—romantic realism. By the on-looker this point is obtained by the splendid acting of the leading characters, who are seen to advantage throughout.

Mary Philbin is entrusted the role of heroine, and does not disappoint. Lionel Barrymore and Don Alvarado are well chosen for the parts they play, that of the two brothers. Just as "Sorrell and Son" was a story of the love that existed between father and son, so is this piece a story of the mutual love of two brothers.

The lighter side of the drama is lent by William Austin.

## JAZZ MADNESS

## "SERENADERS" PLEASE AT STAR THEATRE

"Jazz Madness" was repeated by Jack Carter's Serenaders at the Star Theatre last night before a small but appreciative audience.

Brilliant with pep, a lengthy programming was carried through without a dull moment. The Company certainly deserve much better support, but one feels that the sedate theatre-goers locally will not be attracted by jazz music.

Bo-Diddly and Jack Carter again excelled themselves, their singing and dancing being very much







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SEA AND DANUBE PORTS.

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M.V. "ESQUILINO" ..... Sails on/or about 8th November.  
M.V. "ROMOLO" ..... Sails on/or about 6th December.  
S.S. "VENEZIA" ..... Sails on/or about 3rd January.

**HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.**

From Hong Kong.  
M.V. "VIMINALE" ..... Sails on/or about 13th November.  
M.V. "ESQUILINO" ..... Sails on/or about 11th December.  
M.V. "ROMOLO" ..... Sails on/or about 8th January.

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S.S. "UMZUMBI" ..... Sails from Calcutta on 20th Nov.  
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G\$440, G\$420, via Japan and Seattle.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.  
KOREA MARU ..... Tuesday, 13th November.  
SHINYO MARU ..... Tuesday, 27th November.  
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via  
Singapore, Penang, Colombo, Suez.  
HARUNA MARU ..... Saturday, 17th November.  
KITANO MARU ..... Saturday, 1st December.  
SYDNEY & MELBOURNE via Manila & Ports.  
MISHIMA MARU (Calls Zamboanga) ..... Wednesday, 21st November.  
TANGO MARU ..... Wednesday, 19th December.  
BOMBAY via Singapore, Penang, & Colombo.  
TAMBA MARU ..... Sunday, 11th November.  
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,  
Mexico & Panama.  
RAKUYO MARU ..... Monday, 12th November.  
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.  
HAKATA MARU ..... Saturday, 10th November.  
NEW YORK AND BOSTON via PANAMA.  
+ TSUYAMA MARU ..... Monday, 28th November.  
+ ASUKA MARU ..... Saturday, 8th December.  
LIVERPOOL via Port Said, Geneva, Marseilles.  
+ TOYOOKA MARU ..... Wednesday, 21st November.  
CALCUTTA via Singapore, Penang & Rangoon.  
+ PENANG MARU ..... Monday, 19th November.  
NAGASAKI, KOBE & YOKOHAMA.  
TANGO MARU ..... Friday, 16th November.  
SHANGHAI, KOBE & YOKOHAMA.  
KATORI MARU ..... Monday, 12th November.  
KAMAKURA MARU (Kobe direct) ..... Monday, 19th November.  
+ NAGATO MARU (Moji direct) ..... Tuesday, 20th November.  
+ DURBAN MARU ..... Wednesday, 21st November.

†Cargo only.

Subject to alteration without notice.

For further information apply to—**NIPPON YUSEN KAISHA.**  
Tel. Central No. 292 (Private exchange to all departments.)

**O. S. K.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore,  
Colombo, Suez and Port Said.  
AMUR MARU ..... Saturday, 10th November.  
ANDES MARU ..... Monday, 10th December.  
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,  
Colombo, Durban & Cape Town.  
SANTOS MARU ..... Friday, 28th November.  
BOMBAY—Via Singapore & Colombo.  
SUMATRA MARU ..... Monday, 19th November.  
CELEBES MARU (Calls at Karachi) ..... Tuesday, 4th December.  
DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND  
MOHABA—Via Singapore and Colombo.  
CANADA MARU ..... Saturday, 1st December.  
CALCUTTA—Via Singapore, Penang & Rangoon.  
KASADO MARU ..... Sunday, 18th November.  
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Shanghai &  
Japan ports.  
ARADIA MARU ..... Tuesday, 13th November.  
MELBOURNE—Via Manila, Brisbane & Sydney.  
HIMALAYA MARU ..... Thursday, 8th November.  
BANGKOK—Via Saigon.  
TAKWA MARU ..... Friday, 9th November.  
HAIPHONG—Via Hanoi.  
NEW YORK—Via Japan ports, San Francisco & Panama.  
HAGUE MARU ..... Middle of November.  
JAPAN PORTS.  
ALTAI MARU ..... Sunday, 18th November.  
TACOMA MARU ..... Saturday, 24th November.  
SANUKI MARU ..... Tuesday, 27th November.  
KEELUNG—Via SWATOW & AMOI.  
CANTON MARU ..... Sunday, 11th November Noon.  
TAKAO—Via SWATOW & AMOI.  
DELI MARU ..... Thursday, 15th Dec. 10 a.m.  
TAKAO & KEELUNG.  
SANUKI MARU ..... Tuesday, 27th November.  
For further particulars please apply to—**OSAKA SHOSHEN KAISHA.**  
Tel. Central No. 4088, 4089, 4090.  
M. TAKEUCHI, Manager.

**SHIPPING SECTION.****PORT OF MACAO**

DREDGING OPERATIONS TO RECOMMENCE

**CHANNELS SILTED**

It is announced that dredging operations are to recommence shortly at Macao. For some time now no dredging has been going on in the approaches to the harbour, and it is understood that arrangements have been concluded to dredge the channel leading from the Macao Roadstead to the new port, as well as in the old channel leading to the Inner Harbour.

It is known that in consequence of the complete cessation of dredging for many months the two channels have become somewhat silted and at low tide present difficulties, but the new dredging which is to begin shortly will ensure a sufficiently deep channel to enable the entry

**LOCAL SHIPPING**

TO-DAY'S ARRIVALS AND DEPARTURES

Hai Yang (1,363) British, from Foochow, Swatow—Douglas Lapraik Co.—179 passengers, 500 tons general cargo for Hong Kong.

Chak Sang (1,470) British, from Shanghai, Swatow—J. M. & Co.—6 passengers, 250 tons general cargo for Hong Kong, 300 tons (through).

Szechuen (1,594) British, from Shanghai, Swatow—B. & S.—41 passengers, 340 tons general cargo for Hong Kong, 850 tons (through).

Kiungchow (1,545) British, from Singapore, Hoihow—B. & S.—156 passengers, 400 tons general cargo for Hong Kong.

Grelisle (3,172) British, from Whampoa—Gibb, Livingston & Co.

Ningpo (1,228) British, from

**PASSENGER LIST.****DEPARTURES.**

Per s.s. "Empress of Asia" for Shanghai, Japan and Canada yesterday:

Mr. J. H. Backhouse, Mrs. A. M. Bayot, Miss D. Bargrove, Miss R. J. Begbie, Mr. E. E. Baker, Mr. Chiu Tung-hung, Mrs. E. C. Calder, Miss E. R. Calder, Mr. S. P. Chan, Mr. and Mrs. Chan Tit-sang, Mr. D. W. Coleman, Miss N. M. I. Conway, Mr. T. J. Chen, Mr. K. K. Cheng, Mrs. P. T. Chiu, Mr. Chang Sun, Mr. Chu Wai, Mrs. Chu Tai-tai, Mr. L. S. Chang, Mr. V. Ciriac, Mr. Chuck Yue, Miss R. I. Dobson, Miss P. M. Deck, Mr. and Mrs. R. D. Elliott, Mrs. L. E. B. Freeman, Miss E. Fishbacker, Mr. Wm. Fitts, Jr., Miss M. N. Grey, Mr. and Mrs. J. S. Hyde, Miss I. Houghton, Mr. C. T. Ho, Mrs. Hau Lung-on, Master C. H. Hau, Master C. K. Hau, Miss Y. H. Ho, Miss Y. M. Ho, Mr. and Mrs. J. B. Harrison, Miss D. S. Harrison, Mr. Hui Yum-lau, Mr. Hung Jue-yu, Mr. T. Y. Hillcoat, Mr. S. Ikuma, Mr. Ch. H. James, Dr. E. Klatchke, Mr. F. W. Kress, Mr. V. Keen, Mr. C. C. Kwan, Mr. and Mrs. S. Kitajima, Sir Elly Kadoorie, Mr. L. Kadoorie, Mr. Lo

**When Dublin Welcomed Kellogg.**

Dublin's welcome to the U.S. Secretary of State, Mr. Frank B. Kellogg, on his arrival from France after the signing of the historic Peace Pact. The American statesman is seen arriving at Mansion House with President Cosgrave and members of the reception committee.

and departure of ships making use of Macao harbours at any state of the tides.  
This will be welcome news to persons who come and go, and should be much appreciated by all.

**MOVEMENTS OF STEAMERS**

The M.V. "Esquillo" (D. & Co.) sailed from Penang on Oct. 29, and is expected here to-day.

The P. & O. s.s. "Malwa" left Singapore for this port on Sunday at 9 a.m. with the outward English Mails, and is due here tomorrow at about 6 a.m.

The P. & O. s.s. "Macedonia" left Shanghai for this port on Tuesday at 4 p.m., and is due here tomorrow at about 6 a.m.

The C.P.S. R.M.S. "Empress of Russia" from Hong Kong on Oct. 24, left Yokohama on Thursday at 3 p.m., and is due at Vancouver on Saturday.

The American Mail Liner "President Jefferson" is due to sail from Shanghai to-day and is expected to arrive at this port tomorrow afternoon. This steamer will sail on Saturday, Nov. 10 at 6 p.m. for Manila.

The M.V. "Delhi" (Swedish East Asiatic Co., Ltd.) left Antwerp on Oct. 7, and is due here on or about Nov. 11.

The B. I. s.s. "Trowellard" left Singapore for this port on Nov. 5 at p.m., and is due here on Nov. 12 at a.m.

The American Mail Liner "President McKinley" is scheduled to arrive in Manila at 7 a.m. tomorrow. She will sail from that port homeward bound on Saturday, Nov. 10, at 4 p.m. arriving in Hong Kong on Monday, Nov. 12 at 7 a.m., and will sail on Tuesday, Nov. 13 at 9 a.m. for Victoria and Seattle via Shanghai, Kobe and Yokohama.

**CONSIGNEES' NOTICES**

Consignees of Cargo ex s.s. "Benvenitich" are reminded to take delivery of their goods which will be subject to rent after Nov. 13.

Consignees of Cargo ex M.V. "Esquillo" are reminded to take delivery of their goods which will be subject to rent after Nov. 14.

**COLONY'S HEALTH**

Yesterday's return of notifiable disease in the Colony, according to reports of the Medical Officer of Health, comprised one case of enteric fever from Kowloon registration district, and another case of the same complaint from the city. The two sufferers were Chinese.

Shanghai, Amoy—B. & S.—1 passenger, 278 tons general cargo for Hong Kong, 208 tons (through).

Francis Garnier (815) French, from Haiphong—Karlsten Larssen—43 passengers, 400 tons general cargo for Hong Kong.

Halodan (761) Norwegian, from Bangkok, Koh Sichang—Thoresen Co.—12 passengers, 1,615 tons general cargo for Hong Kong.

Times Maru (1,304) Japanese, from Keelung—M. B. K.—1,400 tons coal for Hong Kong, 1,700 tons coal (through).

Lu Shan Maru (1,507) Japanese, from Canton—N. Y. K.—25 passengers.

Canton Maru (1,613) Japanese, from Keelung, Swatow—O. S. K.—17 passengers, 800 tons coal and 178 tons general cargo for Hong Kong.

Menado Maru (1,285) Japanese, from Haiphong, Pakhoi—O. S. K.—3 passengers, 1,470 tons cement for Hong Kong, 16 tons general cargo (through).

Malacca Maru (3,210) Japanese, from Yokohama, Moji—N. Y. K.—485 tons general cargo for Hong Kong, 340 tons (through).

Rakuyo Maru (5,679) Japanese, from Valparaiso, Nagasaki—N. Y. K.—38 tons general cargo for Hong Kong.

Shiu Hing (114) Chinese, from Macao—Hoo Hing Co.—30 tons general cargo for Hong Kong.

Shun Chih (1,251) Chinese, from Saigon—Wing Lee Co.—162 passengers, 2,000 tons general cargo for Hong Kong.

Departures.  
For Shanghai:—Hupei, Emp. of Asia.

For Manila:—Chinese Prince, Tjimanek.

For Moji:—Morioka Maru.

For Canton:—Szechuen, Chak Sang.

For Macao:—Shiu Hing.

For Batavia:—Grelisle.

For Takao:—Benvenitich.

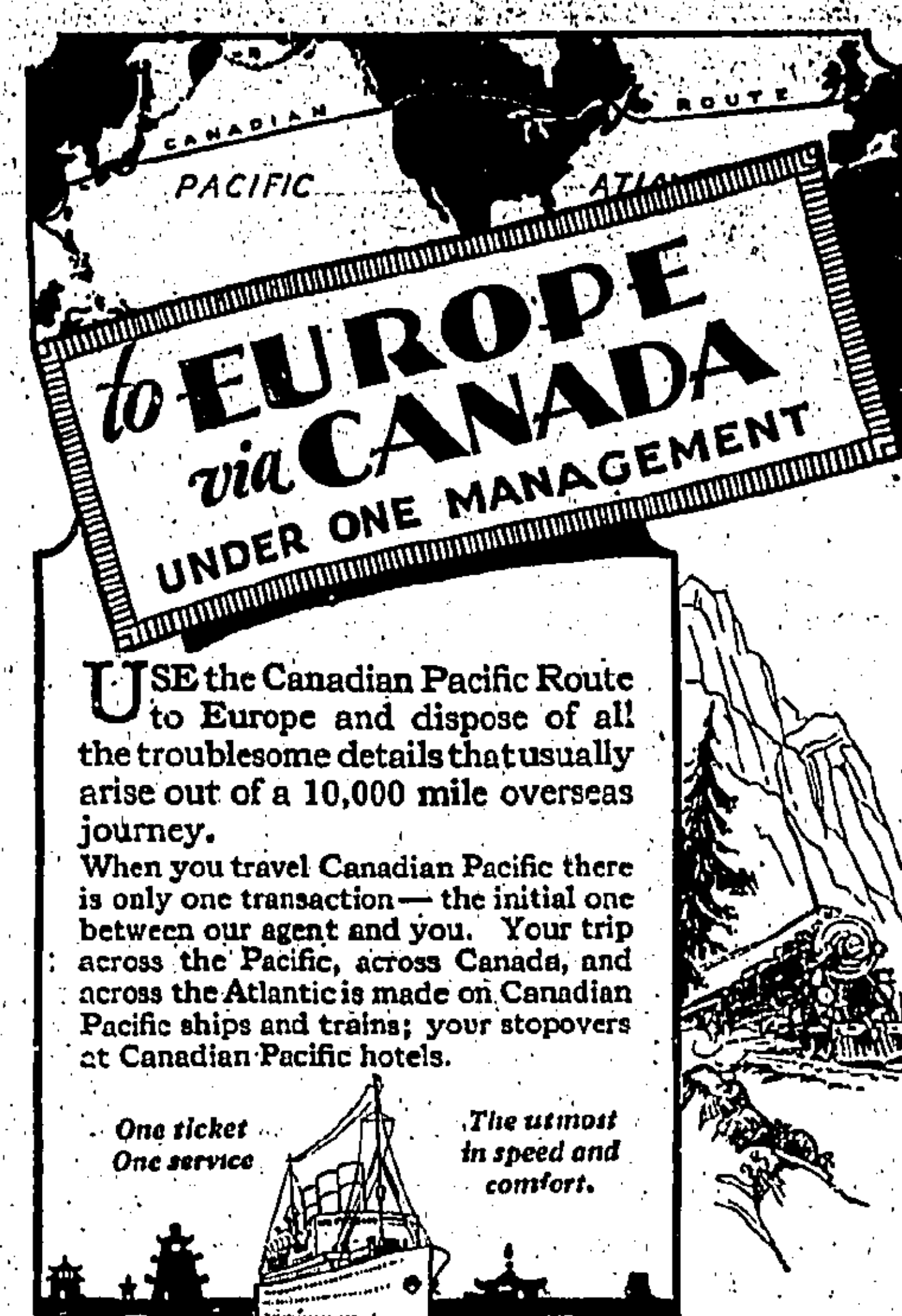
Clearance.  
For K. C. Wan:—Tai Poo Sek.

For Singapore:—Cremor.

Arrivals, Departures.  
British 6 7  
Japanese 6 1  
Norwegian 1 0  
Chinese 2 1  
Dutch 0 1  
French 1 0

The s.s. "Kwong Sai," after overhaul and refit at Kowloon Dock, has been re-berthed at her wharf and resumes on the Canton run immediately.

Kan, Mr. Luk, Mr. K. P. Lai, Miss G. J. M. Lundie, Mr. Lee Ling-fook, Mr. Lau Kai-kwong, Mr. Luk Ming-sang, Mr. Lam Chick-sheung, Miss Lai Choy-ping, Mr. E. W. MacReady, Mr. C. W. Walsel, Mr. Mo Sheung-sun, Mr. and Mrs. On Tai, Mr. A. A. Ongkiko, Mr. Ng Yung-hing, Mr. and Mrs. Y. K. Pao, Mr. H. W. Ray, Mrs. E. A. Roberts, Rev. H. P. Saindon, Mr. E. A. Stringer, Mr. H. C. Sheppard, Mr. Soong Heung-chow, Mr. and Mrs. T. M. Sung, Master N. W. Sung, Miss M. A. Smith, Mr. and Mrs. D. H. Scott, Mr. Tam Tze-ngok, Mr. Y. L. Tong, Mr. and Mrs. J. F. Tomkins, Mr. Tse Che-on, Mr. Tang Tai-tai, Mr. and Mrs. Ue Sui-ling, Mr. Y. P. Wong, Mr. and Mrs. T. H. Wong, Mr. and Mrs. T. D. Wang, Master S. C. Wang, Miss Y. F. Wen, Miss Rose Wong, Mr. Wong Shew-kit, Mr. Wong Quank-lak, Mr. Woo Che-kei, Mr. Yam Chak-chee, Mr. Yu Chung-ful, Mr. Yam Chak-chee and Mr. Yeung Tai-ka.

**CANADIAN PACIFIC**

Next sailing to the Pacific Coast

S.S. "EMPRESS OF FRANCE"

November 28th, 1928.—At Noon.

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DEPARTURE HOURS:

Hong Kong 5.30 p.m. Wuchow 2.00 p.m.

S.S. "TAI HING"

[1,068 tons—Capt. O. B. Wilks.]

NOVEMBER.

FRI. 9th SUN. 25th

WED. 14th FRI. 30th

MON. 19th

S.S. "TAI MING"

[649 tons—Capt. G. J. Spink.]

NOVEMBER.

MON. 12th THURS. 22nd

SAT. 17th TUES. 27th

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S.S. "CITY OF MOBILE" ..... London, Rotterdam &amp; Hamburg ..... 9th December

S.S. "CITY OF LAHORE" ..... London, Rotterdam &amp; Hamburg ..... 9th January

\* Passenger Steamer:—Fares to London—1st Class £80, 2nd Class £55.

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S.S. "CITY OF PERTH" ..... via Suez Canal ..... 27th November

S.S. "CITY OF CHESTER" ..... via Suez Canal ..... 27th December

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S.S. "CEDARBANK" ..... 25th November

S.S. "FORRESBANK" ..... 5th January

**MAURITIUS & SOUTH AFRICA** ..... **ORIENTAL AFRICAN LINE**

S.S. "TINROW" ..... 1st December

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MALWA	10,986	10th Nov.	Shanghai, Moji, Kobe & Yokohama.
TREWELLARD	—	14th Nov.	Moji, Kobe & Osaka.
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## H.K. P. RESERVES

NEW CLUB & HEADQUARTERS  
FORMALLY OPENED

INTERESTING CEREMONY

Last evening the Hon. Mr. E. D. C. Wolfe, C.M.G., Captain Superintendent of Police, formally opened the new club and headquarters of the Chinese Company of the Hong Kong Police Reserves at No. 17, Queen's-road Central, in the presence of a large gathering of members and of people interested in the Reserves. The premises, which were gallily decorated for the occasion, were filled to capacity.

Among those present were Dr. S. W. Tso, O.B.E., LL.D.; Hon. Commissioner of Police (R), Mr. F. C. Mow Fung, Superintendent of Police (R), who presided, the Hon. Dr. R. H. Kotewall, C.M.G., LL.D., and Messrs. D. Burlingham (D.S.P.), C. G. Perdue (A.S.P.), L. H. C. Calthrop (A.S.P.), W. Kent (A.S.P.), T. Murphy (A.D.C.I.), Chief Inspectors Grant and Aris, and Messrs. J. M. Wong, B. Wong Tape, Wong Kwong-tin, Kwok Siu-lau, Fung Ping-shan, Chau Tung-shan, D. L. King, E. R. Dovey, Bishen Singh and P. M. Hodgson.

In an address before the opening ceremony, Mr. Mow Fung cordially welcomed the guests and thanked them for their presence.

He explained that they had gathered there for the formal opening of the Club and also to congratulate Dr. Tso on the honour recently conferred on him by H.M. the King.—(Applause).

Much Needed

Mr. Mow Fung said that the Club would fill a great want, as the Chinese Company of the Police Reserves had begun to increase and a club such as they were about to open was needed to strengthen the esprit de corps of the Company.

Proceeding, Mr. Mow Fung recalled the Police Reserves Club which was situated in Prince's Building during the War, and said that it had been a great advantage to its members. It was the centre of great activity and was looked upon as one of the finest institutes in the Colony.

Speaking of the finances of the Chinese Company, Mr. Mow Fung said that this did not present the organisers with any great difficulty because of the existence of a fund which had been raised by Dr. Tso and other Chinese gentlemen during the emergency of 1925. He was pleased to see that many of those who had assisted in the raising of that fund were present. The fund was replenished last year by the members of the Police Reserves, who had organised performances for this purpose.

Mr. Mow Fung then remarked upon the keen enthusiasm of the members of the Company in getting the club going. He predicted that the club would be entirely self-supporting (applause). As a splendid illustration of the wholehearted co-operation, Mr. Mow Fung mentioned that various members had made gifts of furniture and equipment. Support had also been forthcoming from outside sources.

He thanked their many benefactors, and mentioned the sympathetic support that the Press had accorded the movement not only by publishing, every week, the orders of the Reserves free of charge, but in other ways.

The Company was indebted to the Captain Superintendent of Police for his influence in securing their premises at a moderate rental.

Continuing, Mr. Mow Fung said that there were still two features which were lacking and these were a library and a billiard table. Dr. Balean had presented the Club with a complete set of "Police Gazette" which had been the property of his brother, Mr. A. Balean, who had been Inspector accountant of the Police Reserves.

Referring to the billiards table, Mr. Mow Fung said that by some means or other, short of larceny, they hoped to equip themselves with one.

In conclusion Mr. Mow Fung expressed the appreciation of the Chinese Company to the Captain Superintendent of Police for his attendance and for the consideration they had always received from Mr. Wolfe, and officials of the regular Police Force, as well as the instructors.

Mr. Wolfe's Speech

On rising to declare the Club open, Mr. Wolfe was loudly applauded.

Addressing the gathering, he said he would like to thank Dr. Tso and Mr. Mow Fung, not only on behalf of the officers of the regular Police Force but also on behalf of the guests. Mr. Mow Fung had concluded his remarks by saying that he wished to thank him (the Captain Superintendent of Police) for all he had done. Mr. Wolfe thought, however, that the ship was on the other foot. It was he who had come to the Club to thank all the members of the Police



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Hong Kong, 7th Nov., 1928.

Reserve, and especially the mem-  
bers of the Chinese Company, for  
their self-sacrifice.

The least that could be done for  
the Chinese Company and the  
other branches of the Police  
Reserves was for the regulars to  
give them every assistance possi-  
ble. Mr. Wolfe thanked Mr.  
Mow Fung and Dr. Tso for the  
kindly interest they had taken in  
the movement.

An Increased Force

Starting with a membership of 50,  
the Chinese Company had now in-  
creased to about a 100 strong. It  
spoke volumes for the energy and  
tact of both Mr. Mow Fung and  
Dr. Tso, who had collected the  
material for the Company. Mr.  
Wolfe praised the efforts of the  
two officers in trying to make the  
members of the Force at home.  
The organisation which was form-  
ed by the material collected by  
the two officers was, according to  
the C. S. P., soundly founded.

Mr. Wolfe said that he would  
leave it to the gathering to say  
whether Mr. Mow Fung in getting  
the material into shape had per-  
formed that task or not.—(Ap-  
plause).

Continuing, Mr. Wolfe said that  
there was one little point which had  
struck him, as being most satis-  
factory. The Police Reserves did  
not start with the flourishing of  
trumpets but had started from a  
small beginning and had increased  
by double in 18 months. There was  
at first some doubt as to the re-  
sponse to the call, but he had no  
doubt that the members of the Police

(Continued on Page 12)

## President Liner

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Pres. Jarfield ..... Nov. 18th 8 a.m.  
Pres. Harrison ..... Dec. 2nd 8 a.m.  
Pres. Monroe ..... Dec. 16th 8 a.m.

### To Manila

Pres. Jefferson ..... Nov. 10th 6 p.m.  
Pres. Grant ..... Nov. 20th 6 p.m.  
Pres. Lincoln ..... Nov. 24th 6 p.m.

Pres. Cleveland ..... Dec. 4th 6 p.m.  
Pres. Madison ..... Dec. 8th 6 p.m.  
Pres. Pierce ..... Dec. 18th 6 p.m.

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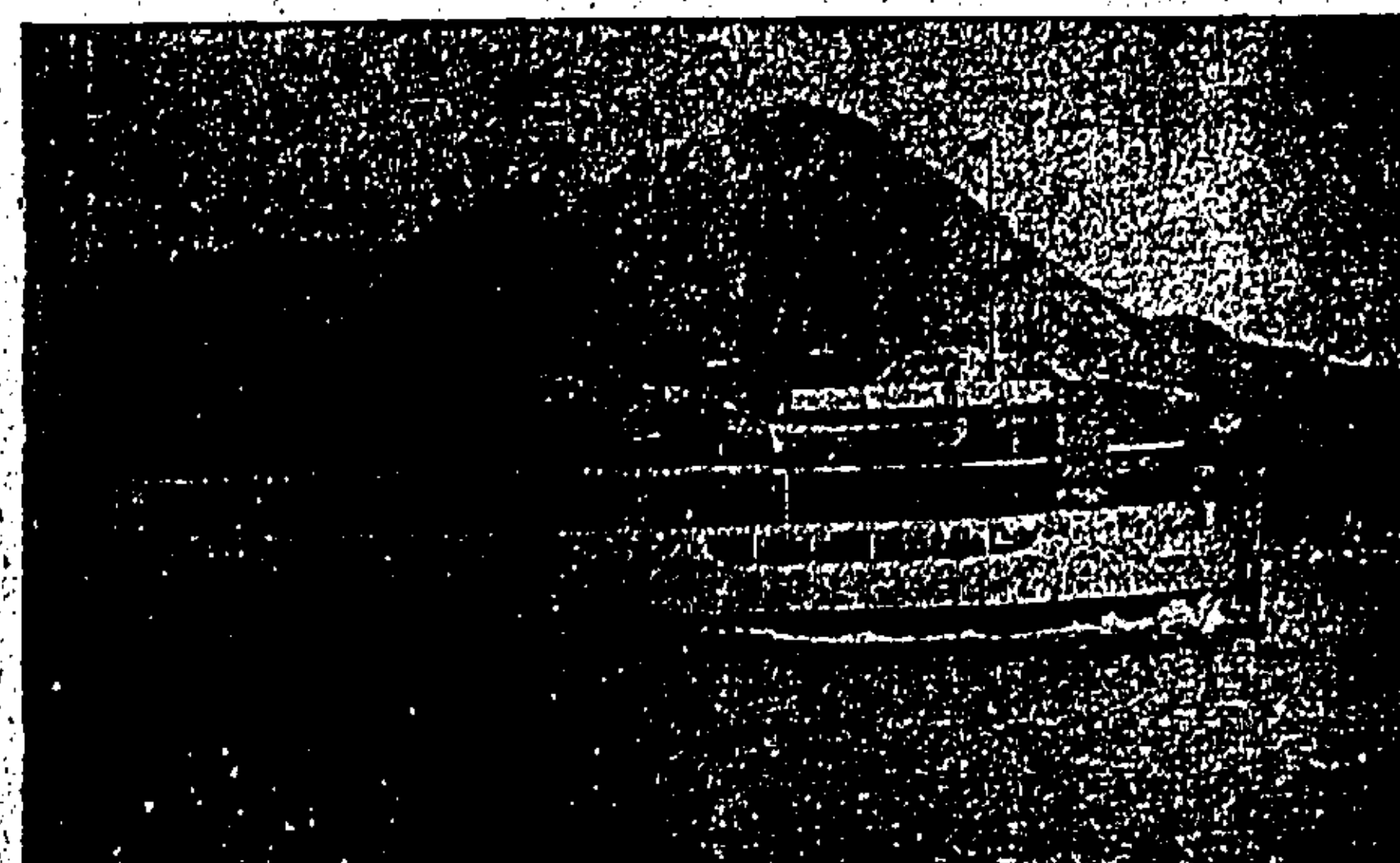
Hong Kong, April 1, 1924.

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Mr. Smith, it is observed, has his Press solidly behind him even if States that were supposedly loyal to Democratic ideas have forsaken him. He has been congratulated upon his gallantry against insuperable odds, though it is easy to see that no-one realized how insuperable they were until the peoples of the United States had declared themselves. We do not share the opinion, however, that Mr. Smith's religious views or his stand upon the question of Prohibition had very much to do with the debacle. Rather are we inclined to attribute Mr. Hoover's success to his own proven sterling qualities. Although Mr. Smith is a New York

A lecture will be given at the St. Peter's Church Young Men's Club on Monday at 8.15 p.m., by the Rev. B. V. Koon, the subject being "Art."

The forthcoming marriage is announced of Mr. Samuel Mayer, of the Basel Mission, Hong Kong, and Miss Johanna Kurrie, nurse at Wilhelmshafen, Wurtemberg, Germany, who is coming here on the "Coblenz."

Senhor Blanchi's departure was purely informal. Representatives of Portuguese institutions in Hong Kong were on board to bid him "good-bye" and to wish him bon voyage. Messrs. M. Simoes and E. D. da Rosa represented the Club Lusitano, Mr. J. M. da Rosa (Club de Recreio) and Mr. F. J. Barnes (the Portuguese Mutual Aid Society) the Commandant Joaquim P. de Fomaca, who was attached to the Minister as Honorary A.D.C. during his stay at Macao, was also on board. "Empress" yesterday will be Mr. Zambelli, A.D.C. representing the Governor of Macao.

**SUBMARINES RETURN**

H.M.S. "Titanic" (depot ship) and H.M. Submarine "L3" (L19, L27 and L33 of the 4th Submarine Flotilla) returned to Hong Kong yesterday from Amoy. H.M.S. "Bluebell" left Wei Wei yesterday for Chingwangtao.

"What's the idea of that, setting traffic lights over the mantle?" inquired the young man calling daughter.

"It's father's idea," she explained. "The red stays on until it sees that the car is on the curb, and at 12 the green. And you know," she added, "father is a traffic cop."



**MR. H. HOOVER**STORY OF HIS GRADUAL  
RISE TO FAME

## MAN OF MANY PARTS

On the occasion of Mr. Hoover's appointment as Secretary of Commerce, the following facts were published in various forms:

Probably there is no one in the world to-day who is more able to accomplish big and useful things in as efficient and honest a manner than Mr. Herbert Clark Hoover, of the United States. He worked his way through college, he opened and managed mines, he fed millions, and now he is serving the United States Government in the capacity of Secretary of Commerce. (This post he recently resigned.) A prominent member of the British Parliament once said: "If England could have availed herself of such talent for organization as Mr. Herbert C. Hoover has displayed in feeding the Belgians, we

His extraordinary broadmindedness was fostered from early childhood. He was born on a farm in Iowa, and a few years later he moved to the Far West of the United States. This upgrowing in a wide healthy expanse of country, with its varied scenes, problems, and interests, taught young Hoover to see things in a big way. His resolute hard work on the farms provided him with the physical strength he so needed and used to advantage during his later life.

In 1891 he was ready for college. "I don't want to go to a Quaker school, or a college founded by any other special sect," he said. "I want to go where I will have a chance to see and judge everything fairly, without prejudice for or against any one line of thought." What a broad outlook even at this young age!

## As A Student

Upon this conviction he entered Leland Stanford Junior University, in the state of California as the

panion helper, and wife, was now the mother of his two children. Hoover was in charge of mining interests in Montana, when in 1900 the Boxers raised their banners against all "foreign devils." In this crisis, Hoover proved his mettle. With a cool courage and a deep faith, he managed to guard the interests of his own company successfully as well as protect innocent Chinese from bloodthirsty soldiers.

By this time, Hoover had made his reputation as a mining engineer, and also his fortune. From now on Hoover went wherever genius was needed to pitch against grim nature, to wrestle from her bosom precious metals.

## The Great War

When the Great War broke out in August, 1914, we find the "Citizen of the World" in London as consulting engineer, directing vast mining interests. Thousands of American tourists were caught in the panic of fear, and all tried to scramble out of Europe, as frightened and helpless children try to escape from a sinking ship. Hoover at once came to the fore, and all was confidence. He saw that something must be done, and it was done effectively. "It took generalship," wrote one of the tourists, "to handle that stampede—to get people from the Continent into England, to arrange for the advancement of funds to meet their needs, and to provide means of getting them back to America. They say he is a wonderful engineer, but I don't think he ever carried through any more remarkable engineering feat than that was."

## Feeding Belgium

Then came the news that poor war-stricken Belgium was starving. Relief work must be undertaken immediately and efficiently. Mr. Walter H. Page, then American Ambassador in London, set Hoover on the job, with this unqualified indorsement, "If anybody can save Belgium, he can." The result fully justified this confidence; and so when France, Russia, and other countries of Europe were starving, and the United States must be put on rations after she entered the fray, again, "If anybody can save them, he can." And he did. "He easily became the most constructive man in American public life," proclaimed the New Republic.

During all this time, he never forgot the profession to which he belonged. As president of the American Engineering Council, he launched an enterprise the successful outcome of which promised to supply a reason and a remedy for the three million idle men on the streets of America in the depressive year of 1920; for a survey was being conducted to investigate into the causes of labour unrest and industrial defects of the United States. A writer in the "Engineering and Mining Journal" declared, "Under Mr. Hoover, the engineer is becoming an enormous factor for constructive and disinterested service."

## Presidential Aspirations

Before this work was anywhere near completion, the presidential election of 1920 took place. Attesting his popularity, Hoover was unofficially chosen candidate for either the Republican or Democratic nomination by thousands of electors of both parties in every State. The "Literary Digest" pre-election poll revealed him to be both Democratic and Republican first choice for the Cabinet position he now holds.

Hoover became Secretary of Commerce on March, 1921, in President Harding's Cabinet; and, as such, the "Los Angeles Express" said, "He could not more surely or more quickly have won for that administration the confidence of the outside world, for there is no living American in whom Europe reposes a larger trust."

He has been reorganizing the Department, and notable results have already been accomplished. Hoover is yet a comparatively young man, and we may well hope that greater and more useful things will be accomplished through the constructive genius of this "Citizen of the World," this master of men and mines, and this lover of humanity.

According to the "Eastern Times," the Wuhan Civil Aviation Company has been formed with a capital of \$500,000, of which Marshal Li Chung-jen has subscribed \$50,000. An aerial college is to be formed immediately and, as soon as sufficient aviators are trained, aeroplanes will be purchased and the services will begin.

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A Russian named Marzinuk and his wife have just completed an adventurous journey in a small motor boat from Vladivostok to Shanghai. They escaped from the Soviet in this boat with another family, named Mullkoff, who left them in Korea to complete their journey by land.

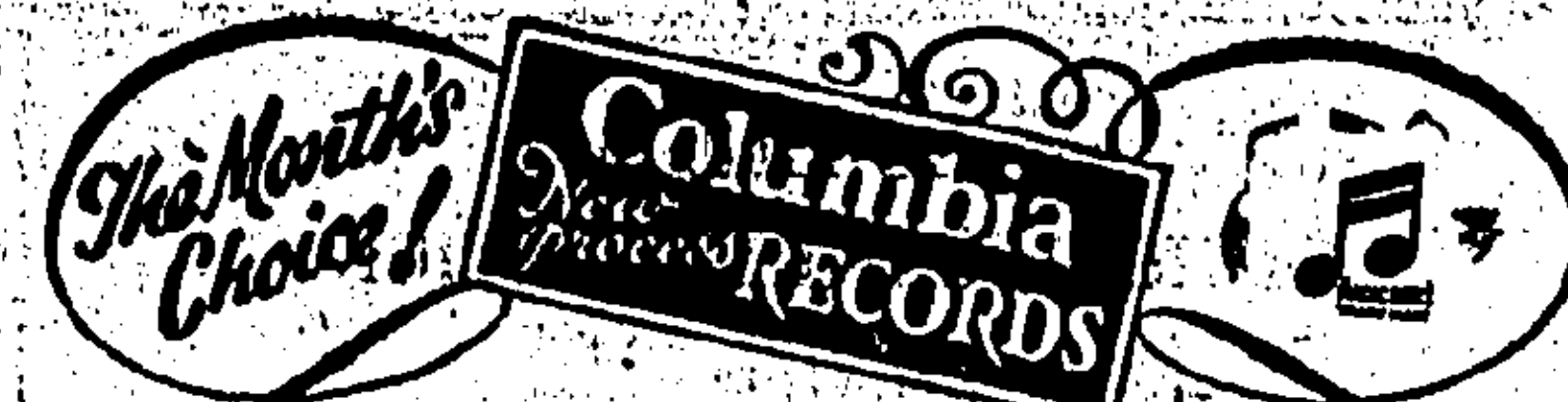
With a view to preventing possible trouble and even suicides, the Municipality of Greater Shanghai has issued an order forbidding usurious interest. A certain amount will be fixed and persons found demanding more than this will be punished.

In connection with the forthcoming National Products Exhibition, the Chinese press understands that aeroplanes will be used to distribute literature urging the people to use home products in preference to those obtained from abroad.

The managing director of the Shanghai-Nanking and Shanghai-Hangchow-Ningpo Railways has issued orders strictly forbidding the dissemination of printed literature on the trains.



A NEW AND EXCLUSIVE Photo of Mrs. Herbert Hoover, now the first lady in the United States of America.

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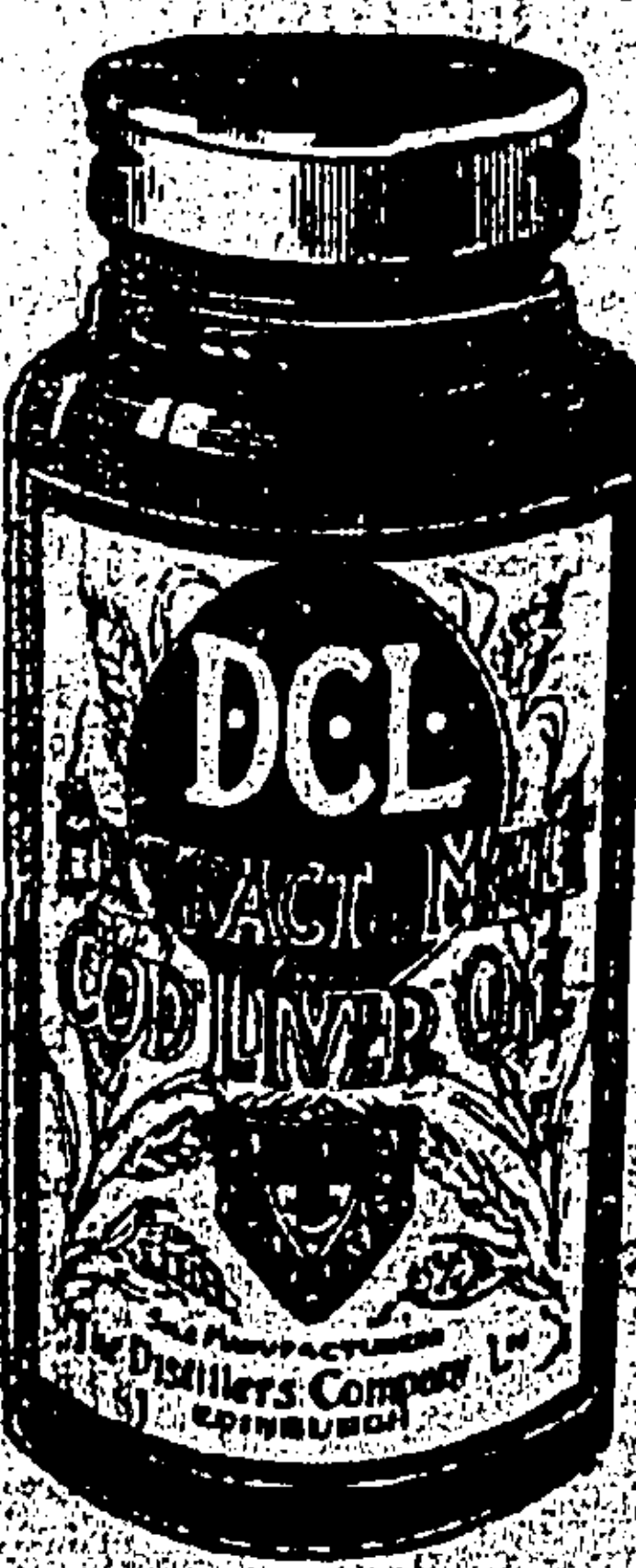
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MR. CHARLES CURTIS of Kansas, the Republican nominee for Vice-President of the United States of America.

should be a good deal nearer the end of the war than we are to-day.

Such men never fail to inspire us, especially the younger generation, who is ever ambitious and ever anxious to learn. As we gaze upon the careers of these men, do such thoughts not often occur to us: Why are they successful? What is there in them that enables them to tackle and succeed in big things—heredity, education, environment, personality, wealth? Success smiles only upon those who possess integrity, self-denial, sincerity, industry, sobriety, self-culture, cheerfulness, self-reliance, courage, perseverance, loyalty, ambition, foresight, health—in other words, mental, spiritual and physical stamina.

## A Citizen of the World

We shall now study how Hoover attained success. First of all, Hoover is in a very true sense a citizen of the world. His field of activities knows no bounds—it comprises humanity. He is as much at home in Australia, Africa, and living with miners, coolies, and refugees, as he is with business men, politicians, and kings.

first student to register for the engineering course, forming thereby the nucleus of the Department of Geology and Mining.

He must work his way through college; and with his characteristic initiative and energy he started and managed the college laundry so successfully that he became manager of many college activities as well. "The way Hoover did things" soon became one of the most firmly established traditions of Leland Stanford Junior University.

In 1895, Hoover graduated from college and forthwith served his apprenticeship at the practical work of mining engineering in California. From here he crossed the Atlantic to far-off Australia to work in the dreary waste of the Broken Hill Mines. He was well on his way to be a citizen of the world as well as a master of men and mines.

## In China

China became his next field of operation, but this time he went with a kindred spirit. Miss Lou Henry of California, who, before her departure, became his com-



MR. JOSEPH TAYLOR ROBINSON of Arkansas, the unsuccessful Democratic nominee for Vice-President.



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### H.K.P. RESERVES

(Continued from Page 5.)

doubt now that the company would continue to increase. The regular Police had always tried not to give the Reserve too much work to do and he liked the spirit in which they had carried out their duties. Mr. Wolfe added that he would like to draw attention to the extraordinarily fine work the Company had performed during the past 18 months. On numerous public occasions the Reserves had been asked to co-operate with the regulars. The speaker mentioned such functions as the King's Birthday parades, Armistice Day celebrations and others.

Then, he said, there was the recent Grand Tattoo, where members of the Chinese Company had not only given their services in the capacity of policemen but in other ways as well. He mentioned that they had performed the duties of stewards and had rendered invaluable services in conducting people of different nationalities to their seats, by being able to speak both English and Chinese.

#### Special Services

Special services rendered by the Chinese Company of the Police Reserves included the following:

In one murder case they gave active help, and the particular case would never have gone before the Courts if it had not been for the assistance given by certain members of the Chinese Company of Police Reserves.

In six cases of larceny or snatching, members of the Chinese Company were concerned in arresting the snatcher or the person who had committed the larceny.

One case of kidnapping from Canton.

One case of distributing seditious literature.

Recovering stolen property.

Four cases of accident. There were other instances, but these were the only four official instances.

Four cases of restoring children to the parents.

Mr. Wolfe said it could be seen by that, how extremely valuable the Chinese company was. Other companies could not give the same help because they were not native of the place. No less than twelve members of the Chinese Company have been commended for special services since the re-organisation of the Police Reserves.

The least he (Mr. Wolfe) could do was to assist them as far as he could.

Mr. Wolfe then declared the club open and wished them a happy future and congratulated the organisers and all those who contributed, especially, Dr. T'ao and Mr. Mow Fung (applause).

After the Club had been declared open by Mr. Wolfe, Mr. Mow Fung proceeded to congratulate Dr. T'ao on the honour conferred upon him.

#### Presentation to Dr. T'ao

Mr. Mow Fung said that Dr. T'ao and his devotion to the public welfare was too well known to require any eulogy from him, but it was appropriate that he should make special mention of the Special Constabulary organised by Dr. T'ao during the strike of 1925. One and all could not help but admire his courage, his singleness of purpose and his sincerity of conviction.

Members of the Chinese Company heartily rejoiced that their Hon. Commissioner had been honoured by The King. Mr. Mow Fung mentioned that it was a happy coincidence that the celebrations should fall on Dr. T'ao's birthday. He wished Dr. T'ao many more years of health and vigour to continue the splendid work which he had done in the past.

Mr. Mow Fung then asked the Captain Superintendent of Police to present Dr. T'ao with a silver bowl on behalf of the Chinese Company. The bowl would serve as a memento of the occasion and a small token of their esteem and respect.

Mr. Wolfe, in making the presentation, endorsed the remarks uttered by Mr. Mow Fung and congratulated Dr. T'ao on his birthday.

Replying, Dr. T'ao said:—

As the Chinese Honorary Commissioner of Police Reserve I must on behalf of the Chinese Company first of all thank you, Mr. Wolfe, heartily for your kindness in coming here to-day to perform the opening ceremony of this club. Under the auspices of your presence and the presence of so many friends and well-wishers at its opening it augurs well for the success and prosperity of this Club.

I have also to thank you, Mr. Wolfe, for presenting to me, on behalf of the Members of the Chinese Company this beautiful silver bowl which I feel proud to receive from the hands of one who represents law and order of the Colony. Whenever I look at it I shall be reminded of the necessity and the duty of every citizen to render you every assistance in maintaining peace and good order of the Colony. It is very difficult, indeed, for me to find adequate expressions of this to you and Mr. Mow Fung for your

kind reference to my services to the Public. But what little I was able to do I did it with a sense of duty and I do not claim any credit. It is extremely good of you therefore to have mentioned them.

To you, members of the Chinese Company, I express my heartfelt thanks. Your kindly thought of presenting me, on this auspicious occasion, with this beautiful souvenir as a mark of your appreciation of the honour which His Majesty the King has been graciously pleased to confer on me, touches me deeply. I can assure you that I regard this honour not merely as a personal one but as an honour to all those institutions which I have the honour to associate with and the privilege to serve in, particularly to the Chinese community of which I am a member. It gives me the greatest pleasure in accepting your gift in which I find an expression of your wish to co-operate with me in making the Police Reserve Force a really useful one and in this respect I regard your gift as priceless.

#### Ideal of Co-operation

You now have a club of your own and I trust you will make the best use of it. The idea of a club is association and co-operation. The first care you must take is to find out and appreciate the value of others as they stand for. You will try to give more "patting on the back" to others rather than to get all "patting on the back" to yourself. This is a royal road to co-operation. You must learn to give and take. Selfishness never makes friends. With these words I wish the Club every success.

But before I sit down I should like to say a few words about this Police Reserve force to our Chinese friends here who are indeed a representative body of the Chinese community.

#### What the Force Does

During the Emergency in 1925 I was asked by the Government to form a force of special constables, also to plan out the formation of street guards. I felt then the need

of a body of trained men for Police duties. If I had such a body I could have detailed some of them to take charge of the street guards while others could assist the regular police. When the Government asked me to organise a Police Reserve Force I gladly took it up for the following reasons, namely:—To give our young Chinese a training in drill, Police duties, and the use of fire-arms. Drilling is an exercise which gives them health. The study of Police regulations gives them knowledge. The proper use of fire-arms gives them courage and pluck when called upon to protect others as well as himself. A proper training in these things one cannot get for love or money unless he joins the Force. Besides these personal advantages the training would instil into our young men a sense of duty of a citizen. They will understand that in helping the Government to keep peace and order they are helping themselves and lastly, they would acquire a habit of discipline which is most useful to one in life.

Gentlemen, you will see how beneficial to our young men is this Police Reserve Force. There is every recommendation for joining in such a force and I trust you will encourage our young men to join in and give them every assistance and help, financial or otherwise, to continue this good work.

Gentlemen, I thank you one and all for your patience. In listening to me and for the honour of your presence at the opening of our club. (Applause).

Instead of carrying warrants to prove their identity as members of the Surete Generale (the French Scotland Yard), detectives are to be provided with a special badge which will be worn inside the lapel of the jacket.

Communists made an unsuccessful attempt to break up a meeting addressed by Mr. Arthur Henderson, M.P. (Soc.) at Leigh, Lancashire, several of them having to be forcibly ejected.

## A WEEK'S PAPERS IN ONE

"OVERLAND CHINA MAIL"  
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For exhilarating and attractive reading matter, the current issue of the "Overland China Mail" will be hard to beat. There is an abundance of "stories" and articles which will please all tastes.

The last Home mail to hand showed that considerable prominence was given to the "Anking" piracy. This week's "Overland" tells of a dramatic sequel—a rare event—the prosecution of one alleged to have been a member of the gang. On top of this comes the report of an attack on another British vessel, the "Shahi," on which persons of British, American, French and Chinese nationality were robbed. Then came the news of a wholesale round-up of the miscreants.

Other piracy reports in the "Overland" refer to the steps taken in the West River (exclusive to the "Overland"), the execution of "gentry" receivers, and the clash between Communists and the "Anking" horde at Honghai Bay (also exclusive).

In the sphere of politics, there is the rather disturbing cable announcing differences between Britain and France on the one hand and Japan on the other in regard to China's salt administration.

Locally, there has been much of interest; the Colony's improving finances; the new turn taken by the Chinese Government which may adversely affect the foreign carriage of emigrants; the arrival of a British battalion new to Hong Kong; British Naval cruises; session of the Licensing Board; a graphic chase of robbers by a Briton, etc.

Above all, the "Overland China Mail" is the only weekly budget of news published in Hong Kong which is illustrated—and illustrated profusely.

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# Sport Columns

## SOCCER

### POLICE BEATEN BY EWO CHINESE

#### GARRISON TABLE

Yesterday's soccer games in the Mid-Week League resulted as follows:—

Athletic 3, Lam Long Wan 1.  
P.W.D. Chinese 3, Hung Kui School 0.  
Ewo Chinese 2, Police 1.

#### Standings

	P.	W.	D.	L.	F.A.	Pts.
Athletic	5	4	0	1	8	
P.W.D. Chinese	5	3	1	1	7	
Lam Long Wan	5	3	0	2	6	
South China	3	2	0	1	4	
Ewo Chinese	5	1	1	3	3	
Police	5	1	0	4	2	
Hung Kui School	4	1	0	3	2	

#### GARRISON LEAGUE

(Up to Saturday Last.)

	P.	W.	D.	L.	F.A.	Pts.
C. Coy. K.O.S.B.	5	4	1	0	9	8
H.Q. Wing, Queen's	5	4	1	0	9	8
A. Coy. K.O.S.B.	5	4	1	0	9	8
R. Coy. Queen's	5	3	2	0	8	6
B. Coy. K.O.S.B.	3	3	0	0	6	6
M.G. Coy. Queen's	4	2	1	1	7	5
C. Coy. Queen's	5	2	2	1	5	5
M.G. Coy. K.O.S.B.	4	1	1	2	7	4
H.Q. Wing, K.O.S.B.	3	2	1	0	5	5
1st H. Bty. R.A.	5	2	3	0	4	4
R.A.M.C.	5	2	3	0	4	4
12th H. Bty. R.A.	3	1	2	0	3	3
20th H. Bty. R.A.	4	1	0	2	2	2
D. Coy. Queen's	6	0	6	0	12	0
R.E. & R. Signals	3	0	3	0	12	0
R.A.O.C.	4	0	4	0	23	0

#### HOME SOCCER

### ENGLISH LEAGUERS BEAT SCOTS

London, Yesterday.  
At Birmingham in fine weather and before 25,000 spectators the English League beat the Scottish League by two goals to one.—Reuter.

## RUGBY

### "HERMES" DEFEAT CLUB SIDE

H.M.S. "Hermes" defeated the Hong Kong Football Club (Rugby section) at Happy Valley yesterday by 8 points to three.  
In yesterday's game, several of the best players of the Club's pack stood down. Lammert, Scott, and Wales were among the absentees.

## SHANGHAI RACES

### BUSY BEE WINS THE "CHAMPIONS"

Shanghai, Yesterday.  
The Champions was run off yesterday afternoon, the third day of the Shanghai Jockey Club's Autumn meeting, in dismal weather following a heavy fall of rain in the morning. There was, however, a large crowd present.

The Shafroff Challenge Cup and Champions Sweepstake (Class).  
Busy Bee (Mr. Haimovitch) 1  
Wheatcroft (Mr. McBain) 2  
Alligator (Mr. Hill) 3  
Time: 2:36.4-5. Record: 2:32.2-5.  
Sweepstake "A" winning numbers:

38449  
38203  
7861  
Sweepstake "B":  
10608  
8906  
18474

The Nantao Cup  
Kalpella (Mr. Judah) 1  
Whitarsaria (Mr. Haimovitch) 2  
Dusty Miller (Mr. Bairnsfather) 3  
Time: 0:59.4-5.

(Continued at foot of next Column.)

## GOLF

### GOVERNOR'S SHIELD COMPETITION

#### 1ST ROUND MATCHES

The following is the draw for the Governor's Shield to be played over the old course at Fanling:—

Byes:—Bank Line (A. H. Penn, 18 and D. Forbes 12) v. Royal Engineers (D. G. G. MacDonald 2 and Col. Skinner 9); Vacuum Oil Company (C. C. Stark 6 and A. Leach 10).

First Round:—Canadian Pacific (Capt. Davison 14 and T. C. Monaghan 13) v. Education Department (F. J. de Rome 6 and A. E. Wood 15); Mackinnon Mackenzie (C. G. Mackie 15 and C. P. Ross 18) v. Government Medical (E. W. Kirk 10 and I. Newton 7); P.W.D. (A. E. Lissaman 6 and K. S. Robertson 6) v. R.A.M.C. (Col. Bostock 7 and Major Bowie); Kowloon-Canton Railway (C. D. Lambert 18 and J. Smith 11) v. B. and S. (I. E. L. Mackay 15 and H. Spicer 16); A.P.C. (R. Young 9 and E. D. Lawrence 9) v. University (J. L. Shellshear 9 and F. A. Redmond 6); B.A.T. (F. A. Perry 16 and S. M. Mayes 17) v. Hong Kong Bank (R. A. Green 18 and M. G. Mills 18); Union Insurance (H. N. Laver 18 and R. L. Stewart 17) v. Supreme Court (L. R. Andrewes 5 and P. Jacks 18); Jardine Matheson (A. B. Stewart 3 and H. H. Lennox 8) v. H.K. and K. Wharf Co. (F. H. Crapnell 16 and H. G. Howard 14); Chartered Bank (T. L. Christie 11 and D. J. Gilmore 11) v. Johnston, Stokes and Master (D. J. Lewis 18 and T. G. Bennett 8); Linstead and Davis (S. T. Butlin 11 and A. Sommerfelt 12) v. Royal Artillery (Capt. le Gros 8 and A. H. Musson 12); Dodwell and Co. (R. K. Valentine 9 and A. D. Humphreys 11) v. 2nd K.O.S.B. (A. Clarke 16 and Capt. Thorp).

Byes:—Mercantile Bank (C. L. Sandes 11 and H. Graves) v. Shewan Tomes, (I. W. Shewan ser. and J. Coulthart 18).

Handicaps will be as given above throughout the competition except in the case of Major Bowie, Capt. Thorp and H. Graves, who will play from scratch or from any handicap allotted officially before the first match played.  
The first round has to be played on or before December 1, the second by December 18, the third by January 5, the semi-finals by January 19 and the final by February 2.  
If a match goes beyond the eighteenth green strokes will be taken as in the first round.

The Sycee Stakes  
David Garrick (Mr. Hill) 1  
Promising Venture (Mr. Hughes) 2  
Mobile (Mr. Harris) 3  
Time: 2:47.2-5.

The Pooling Handicap  
Hatman (Mr. Dallas) 1  
Ormonde (Mr. Hill) 2  
Zorhan (Mr. Lewis) 3  
Time: 2:20.

Powhattan "Sweep"  
The local branch of the B.A.T. inform us that they have received a cable from their Shanghai office that out of the tickets sold in Hong Kong in the above sweepstake for the Shanghai Race Club Champion Race, the following numbers have drawn prizes:

No. 1085 Cloverland  
" 9027 Elopement Eve.  
" 3845 Firefly.

## MONEY & SHARES.

### TO-DAY'S QUOTATIONS.

On London—	2/- 3/4
Bank, wire	2/- 5/16
Bank, on demand	2/- 5/16
Bank, 30 days' sight	2/- 5/16
Bank, 4 months' sight	2/- 5/16
Credits, 4 months' sight	2/1 1/4
Documentary 4 months' sight	2/1 1/4
On Paris—	1257 1/2
Credits, 4 months' sight	1332 1/2
On Berlin—	—
On New York—	—
On demand	49%
Credits, 60 days' sight	50%
On Bombay—	—
Wire	134 1/4
On demand	134 1/4
On Calcutta—	—
Wire	134 1/4
On demand	134 1/4
On Singapore—	—
On demand	80%
On Manila—	—
On demand	98%
On Shanghai—	—
On demand	77%
30 days' sight (private paper)	—
On Yokohama—	—
On demand	105 1/4
Gold Leaf, 100 fine (per tael)	—
Sovereigns (Bank's buying rate)	9.55
Silver (per oz.)	26%
Bar Silver in Hong Kong	—
Kong	4% prem.
Chinese Copper Cash nom.	—
Chinese Copper Cents 6% prem.	—
Rate of Native Interest	7% p.a.
Chinese Sub. Coin	31% dis.
Hong Kong Sub. Coin Par.	—

### LONDON EXCHANGES.

	London, Yesterday.
Paris	124.15
New York	4.84 13/16
Brussels	34.89
Geneva	25.20
Amsterdam	12.08 3/4
Milan	92.60
Stockholm	18.14
Berlin	20.35
Copenhagen	18.19
Oslo	18.19
Vienna	34.48
Prague	163 1/4
Helsingfors	192 1/4
Lisbon	107 1/2
Madrid	30.075
Athens	304 1/2
Bucharest	305
Rio	5 29/32
Buenos Aires	47 15/32
Bombay	1/6 1/16
Shanghai	2/7 1/2
Hong Kong	2/0 1/2
Yokohama	1/11 1/32
Silver Spot	26%
Silver Forward	28 11/16

—British Wireless Service.

### STANDARD TIME.

#### SUNRISE AND SUNSET IN HONG KONG

Sunrise and Sunset in Hong Kong during November, 1928, (standard time for the 120th Meridian, East of Greenwich), is as follows:—

	Sunrise.	Sunset.
Nov. 8	a.m. 6.43	p.m. 5.43
9	6.42	5.42
10	6.42	5.42
11	6.42	5.42
12	6.42	5.42
13	6.42	5.42
14	6.42	5.42
15	6.42	5.42
16	6.42	5.42
17	6.42	5.42
18	6.42	5.42
19	6.42	5.42
20	6.42	5.42
21	6.42	5.42
22	6.42	5.42
23	6.42	5.42
24	6.42	5.42
25	6.42	5.42
26	6.42	5.42
27	6.42	5.42
28	6.42	5.42
29	6.42	5.42
30	6.42	5.42

### THE SHARE MARKET.

Stock	Hong Kong Stock.
T.T. on London	77 1/4
T.T. on Shanghai	77 1/4
Banks	—
Hongkong Bank	\$1835
do. Lon. Reg.	\$141
Chartered Bank	\$22
Mercantile A.S.B.	\$24
do. C.	\$14 1/4
P. & O. Bank	\$9 1/4
Bank of East Asia	\$77 1/2
Insurance	—
Canton Insurance	\$765
Union Insurance	\$353
North China Insurance	\$180
Yangtze Insurance	\$150
China Underwriters	\$23
China Fire Insurance	\$275
H.K. Fire Insurance	\$300
Shipping	—
Douglas	\$38 1/4
H.K. Steamboats	\$28 1/4
H.K. Tugs & Lighters	\$1.60
Indo-China (Pref.)	\$42
do. (Def.)	\$72 1/2
Shell Transports	\$119
Water-works	\$23 1/4
Mining	—
Benguet	\$2.50
Kailan Mining Ad.	71/-
Langkat (Combined)	\$17 1/2
do. (Single)	\$15 1/4
Shanghai Exploration	\$2.80
Shanghai Loans	\$2.45
Ranba	\$5.10
Tronoh Mines	17/6
Docks, Wharves, Godowns, &c.	—
H.K. & S. Wharves	\$188 1/4
H.K. & S. Docks	\$37
China Providents	\$5.50
Hongkong	\$156
New Engineering	\$54
Shanghai Docks	\$105
Cotton Mills	—
Ewo Cottons	\$11.80
Oriental Cottons	\$2.45
Shai Cottons (Old)	\$50 b 58
do. (new)	\$32
Landa, Hotels & Bldgs.	—
H.K. & S. Hotels	\$9.05 b 8.95
Hongkong Lands	\$37
Shanghai Lands	\$7.98
Humphreys Estates	\$15 1/2
Hongkong Realities	\$3.85
H.K. Territorials	—
Prince's Buildings	—
Public Utilities	—
H.K. Tramways	\$21.70
Peak Tram (old)	\$13
do. (new)	\$5.30
Star Ferries	\$37 1/4
China Lights (comb.)	—
do. (old)	\$13.40
do. (new)	\$13.30
do. 1928 issue	\$13.20
H.K. Electric	\$52 1/2 51 1/2
Electric (new)	\$50 1/4
Macao Electric	\$26 1/4
H.K. Telephones	\$7.30 b C R
Ch. Buses	\$11
Singapore Tractions	12/-
do. Pref.	18/8 b 19/8
Industrials	—
China Sugars	\$1
Macao Sugars	\$22 1/2
Canton Ice	\$3
Cement (comb.)	\$9.80
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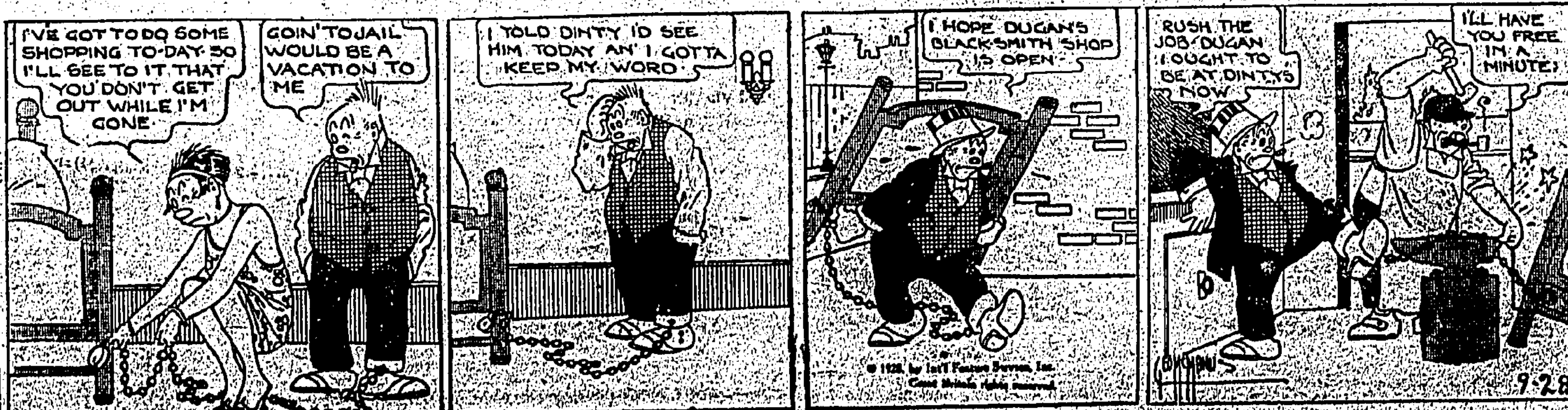
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BRINGING UP FATHER.



# WORLD NEWS IN PICTURES.

Winston as a Bricklayer.



Mr. Winston Churchill, Chancellor of the Exchequer, shown laying bricks for a house on his estate in Kent, with his daughter giving him a hand.

Miss Earhart Tries a New 'Plane.



Miss Amelia Earhart, the trans-Atlantic girl flier, on the wing of sports 'plane she purchased from Lady Heath in England.

Aristocracy and the Cabarets.



Sophie Tucker (right), the London cabaret favourite, and Lady Louis Mountbatten.

Irish Banknotes.



Lady Lavery, whose head has been chosen to adorn the new Irish banknotes. She is wife of John Lavery of Dublin, Ireland, and was picked from among hundreds of Erin's beauties as a "typical Irish colleen."

Titled British Lady



Lady Millicent Taylor, daughter of the Marchioness of Headfort and a popular member of London's younger set, who landed a 160-pound shark while cruising in the Pacific.

Queen Marie.



An unconventional portrait of ex-Queen Marie of Rumania, who is as well known in Britain.

Viscount and Lady Allenby.



Field-Marshal Viscount Allenby and Lady Allenby, who visited America to attend the American Legion convention, and are also to visit Yosemite National Park, the Grand Canyon and Yellowstone Park.

First Photo of King Zogu.



Here is Ahmed Beg Zogu in full dress after being proclaimed King of Albania in the name of Skanderbeg III. Inset is a picture of His Majesty in the London clothes he sometimes wears.

Miss Florence Trumbull.



Miss Florence Trumbull, daughter of the Governor of Connecticut, who, it was stated, was engaged to Mr. John Coolidge, son of the retiring President of the United States.

## INFORMATION WANTED

FOR THE

1929 ISSUE OF THE

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BUSINESS HOUSES' LIST.

SECTION IV.

PARTICULARS OF AGENCIES' LIST.

SECTION V.

LOCAL WHO'S WHO.

SECTION VI.

RESIDENTS' LIST.

SECTION VII.

LADIES' LIST FOR HONG KONG.

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# THE MOTORISTS' PAGE

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## BUYER'S GUIDE

### MOTOR CARS.

ARMSTRONG SIDDELL—Hong Hotel Garage, Queen's Road. C.4759.  
BUICK—The Dragon Motor Co., Ltd., 33 Wong Nei Chung Road, Happy Valley.  
CADILLAC—Hongkong Garage, Queen's Road. C.4759.  
CHEVROLET—Hongkong Garage, Queen's Road. C.4759.  
CHRYSLER—A. Lung & Co., Queen's Road, C. Tel. C. 1219.  
HONDA—Wai On Ltd., 243 Des Voeux Road, C. Tel. C. 711.  
MORRIS—Hongkong Garage, Queen's Road. C.4759.  
OLDSMOBILE—The Dor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.  
PACKARD—The Dragon Motor Co., Ltd., 33 Wong Nei Chung Road, Happy Valley.  
PONTIAC—Lane, Crawford.  
ROLLS-ROYCE—Hongkong Garage, Queen's Road. C.4759.  
SINGER—Gilmann & Co., Queen's Road Central.  
STUDEBAKER—Hongkong Garage, Queen's Road. C.4759.  
VAUXHALL—Lane, Crawford.  
WHIPPLE—Gilmann & Co., Queen's Road Central.  
WILLIS-KNIGHT—Gim' 4a, Des Voeux Road Central.

### MOTOR TRUCKS AND TRACTORS.

BROCKWAY MOTOR—The Asiatic American Co. Tel. C. 244.  
CHEVROLET—Hongkong Garage, Queen's Road. C.4759.  
FEDERAL TRUCKS—K. Hong, 37, Connaught Road C. Tel. C. 6.  
G.M.C.—The Dragon Motor Co., Ltd., 33 Wong Nei Chung Road, Happy Valley.  
GUY—A. Lung & Co., Queen's Road. C. Tel. C. 1219.  
MORRIS—Hongkong Garage, Queen's Road. C.4759.  
STUDEBAKER—Hongkong Garage, Queen's Road. C.4759.  
WILLIS-KNIGHT TRUCKS—A. Lung & Co., Ltd., Des Voeux Rd. C.

### MOTOR CYCLES.

B. S. A.—The Sincere Co., Queen's Road. C.1067.  
NEW HUDSON—A. Lung & Co., Queen's Road C. Tel. C. 1219.  
RALEIGH—A. Lung & Co., Queen's Road. C. Tel. C. 1219.  
ROYAL ENFIELD—A. Lung & Co., Queen's Road C. Tel. C. 1219.

### TYRE ACCESSORIES.

ACCESSORIES—Hongkong Garage, Queen's Road. C.4759.  
ACCESSORIES—The Dor, Nathan Road, Kowloon. K.226.  
AUTO-TOTAL FIRE EXTERS—Keller, Kern & Co., Ltd., 19-19, Connaught Road.  
COLUMBIA BATTERY—Hongkong Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.  
FIRESTONE TYRES—Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.  
MILLER ACCESSORIES & Co., 19, Queen's Rd. C. Tel. C.1219.  
MILLER TYRES—A. Lung & Co., Queen's Rd. C. Tel. C.1219.  
PRESTOLITE BATTERY—Hong Hotel Garage, Queen's Road. C.4759.

### SLEEVE-VALVES

AFFORDS UNUSUAL FUEL RESULTS

#### TWO GRADES

Reports compiled from statistics gathered over a wide area indicate that the sleeve valve engine in Willys-Knight cars will use present day grades of motor fuel with a high degree of efficiency according to a statement just given out by the Willys-Overland company of Toledo, Ohio, U.S.A.

Gas stations located near the principal motoring centres are, in many cases, showing two grades of fuel, the ordinary gasoline and the so-called "high test" gasoline, the latter selling at a higher price.

Tests made by owners who keep close record of gasoline consumption and costs for fuel reveal the fact that the sleeve valve engine is getting full efficiency out of ordinary petrol and that the "high test" fuel is not necessary.

The explanation for this fact is found in the spherical head of the fuel chamber in the sleeve valve engine. This type of head is possible because of the sleeve valve construction which eliminates valve pockets and which allows a higher compression ratio. As the fuel is compressed in the cylinder, it is forced into a true spherical type combustion chamber and when it is ignited by the spark, the ignition is complete and even.

Pockets in the cylinders of other types of motors, according to well informed engineering authorities, retain dead gases which impede the full and rapid combustion of the new, fresh charges of gas.

The problem with fuel is more that of combustion than it is the slight difference in "grade" between the usual gasoline and the so-called "high test" fuel.

### BRITISH PLAN

TO SPEED UP TRAFFIC

#### CONNECTING ROADS

As an initial step in building a net work of inter-city speedways in England, the Motor Roads Development Syndicate, Ltd., has been organised to construct two speed-roads between London and Brighton and between Birmingham and Liverpool according to Dow Jones' reports from England.

The plan is novel, not only from the standpoint of being the first effort in England to provide connecting roads where the highest speeds may be maintained, but also because the roads are to be privately built instead of publicly.

Motorists will be able to travel these roads at a speed of sixty miles an hour, passing over or under all intervening roads, and protected by high wire fences. It is planned to build these first units forty feet wide. On the London to Brighton road there will be 167 bridges.

Tolls charged on the London-Brighton unit will be about sixty cents for automobiles and a proportionately larger amount for buses. Six road junctions will enable traffic from other roads to enter or leave the speedway. It will be a speedway across virgin country, as no existing road will be taken in. Every town and village will be avoided. Present plans call for the completion of the London to Brighton unit in 1930.

Governmental sanction has not been extended yet, but a bill will be brought before Parliament soon to give full powers to the company to carry out its road-building project. No serious opposition is expected, as already more than 300 members of Parliament have declared in favour of it. Besides, Parliament has sanctioned the principle of a toll road in the Poole and Swanage Act.

There undoubtedly will be some opposition from land-owners, however, and it will be necessary for the company to have compulsory powers to enable it to acquire the land.

The whole plan comes as a realisation upon the part of interested parties in England that speedways must be built by private capital. When left to political action, they have too often been entangled in local politics.

### BRITISH WIN

GOLD TROPHY MOTOR BOAT RACES

#### FINE RUNS

Competition for the coveted Atlantis Gold Trophy took place off Southampton in three thirty-mile reliability races commencing on August 4 for three days.

The Atlantis Trophy, presented by Mr. Hugh Tevis, was for competition by standard Motor Craft as sold to the public not exceeding 28-ft. in length, 180-h.p. in power, and 3,000 r.p.m. in engine speed, and was awarded for the highest attained speed with the lowest lap time variation over the series of races.

Particular interest was displayed in these races, owing to the recent controversy concerning the respective merits of British and American fast Motor Craft, the popularity of this type of standard built boat, and the fact that all entrants but the winner, the product of a leading British firm, were American standard craft.

Remarkably consistent running and reliability was demonstrated by the winner, Mr. Mawdsley Brooke's "Seacar" handled by Mr. Jack Brooke, which showed a total lap time variation over the three 30-mile races of only 1 min. 41 seconds, and an average speed of 23.13 knots or about 27 m.p.h.

The "Seacar" is one of the latest standard productions of the well known British firm, J. W. Brooke & Co., Ltd. of Lowestoft, and is a 24-ft. all Mahogany Runabout, powered by one of the new Brooke 100-h.p. six cylinder Marine Motors of advanced design. It seats seven persons, is capable of over 30 m.p.h., and is equipped and controlled on up-to-date lines.

"Seacar's" performance furnishes fresh proof that British builders are capable of successfully competing against the latest creations of Foreign competitors.

### FOR FLIERS

TWO PURCHASE NEW "PRESIDENTS"

Kingsford Smith and Charles Ulm, co-pilots of the Southern Cross which recently made one of the longest aeroplane flights in history, have each purchased a new Studebaker President Eight State Sedan. The two cars were delivered to these intrepid aviators in Sydney, Australia, on July 12.

"Smith and Ulm, who groomed their monoplane for the long flight to Australia, are naturally motor experts," said the local Studebaker-Erskine dealer. "They demand unfaltering reliability of automobiles as well as aeroplanes, and their selection of the President is looked upon as a distinct tribute to Studebaker."

The flight of the Southern Cross, a tri-motored monoplane, from San Francisco to Australia is the outstanding aviation feat of the year, according to aviation authorities. Never has an aeroplane sought such tiny "targets" as did the Southern Cross when it set out to find Honolulu, and later, that tiny island city, Viti, in the South Pacific.

A Climax Almost at the same time the Southern Cross was plying the Pacific aeroplanes, a Studebaker Commander was shattering all previous records for cross-country travel in Australia. The Commander, driven by Norman Smith, motor editor of the "Sydney Sunday Times," left Fremantle, West Australia, under the observation of the West Australia Royal Automobile Club and started for Sydney. The distance—3,711 miles over all types of roads—was covered in 147 hours and 32 minutes. This remarkable run lowered the previous mark by 12 hours and 22 minutes.

"The Fremantle-Sydney cross country run came as a climax to a series of triumphs. Studebaker cars have made in Australia during the past year," declared the dealer. "These unusual performances were significant to Pilots Smith and Ulm. Their consideration of all cars and their final selection of Studebaker. Presidents is considered a rare tribute to the performance and stamina of these smart-looking automobiles."

### OLD TRUCKS

FRANCE USING WAR VEHICLES

#### 16,000 IN SERVICE

Paris—Many of the 32,500 army trucks and ambulances left in France by the American Expeditionary Forces in 1918 are still in active service, being kept in repair by a number of French automobile parts dealers who bought up entire spare parts depots at the end of the war. The servicing of these trucks from the parts stocks left has become an important and lucrative business for a number of firms who specialise in the repairing and reconditioning of these vehicles, according to a report by Assistant Trade Commissioner H. C. Schutte at Paris.

Although the presence of these trucks at first caused some apprehension as to their possible effect on the French market, it has not impeded the sale of new vehicles to any great extent. Immediately after the war French automobile industry was not in a position to fill the demand for commercial vehicles; while local industry was going through the transition period in readjusting plants to peace time manufacture, many of these trucks rendered a great service in filling the temporary need. Incidentally the excellent performance of these vehicles did much to establish for American trucks the good reputation that they now enjoy in France among their users.

Many of the American trucks in France after the Armistice were never reconditioned for further use. After cessation of hostilities, they remained with the United States Army in motor transport camps, where they were kept in temporary repair. When the army returned home it left a great deal of this equipment which the French Government took over and for which it reimbursed the United States Government.

#### Sold at Auction

The Government later sold many at auction, and most of them passed in large quantities into the hands of dealers. Great damage, however, had already been done by the neglect of this equipment during the preceding months, and many of the trucks were practically useless—some being sold for junk.

An attempt was made at this time to ship a great many back to the United States, but fear of possible crippling of the American industry itself by an oversupply of this war stock caused the American Government to invoke the anti-dumping law to protect home producers, and consequently levied a 90 per cent. ad valorem duty on this material.

Practically all the 7575 passenger cars left in France by the American army have now disappeared. It is estimated that war trucks in active service now number approximately 15,000.

Most of these units owe their present existence to the fact that repaired parts, salvaged from the left-over stock, are still supplied by a number of concerns which bought up most of the spare parts. When this war material was offered at auction by the French Government a number of interests bought up whole camps of spare parts, foreseeing the possibility of a lucrative business in repairs of the trucks. Most of this material was bought by the Establissemens Paul Lavigne, located in Neuilly, a suburb of Paris, now the largest dealer in this material in France. This company bought most of the large spare parts depots in various parts of France, including Camp de Francais at Romorantin, Camp de Vernieuil and Camp des Franchises.

Although the value of many of the complete trucks was considerably impaired by neglect and by the weather when they were lying on the fields, most of the boxes

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parts, owing to the excellence of American packing methods, sustained little damage. In one group of 6,000 cases of parts bought by Lavigne, the packing was so well done that all the goods, years later, were as good as new, despite the fact that the boxes had been exposed to the weather from 1916 to 1924 before being stored in warehouses in Paris. Some are still in their original containers, with shipping documents, though yellowed by age, still legible. Parts taken from these boxes are in good condition, and after being given a coat of oil are ready to be shipped to customers.

#### Business Grows

The business of Establissemens Lavigne has assumed such proportions that the company has found it advisable to establish sixteen agencies in France and two in England to care for this business. There are only a few smaller concerns handling war stock parts. Although the vast majority of these parts are used for repairing and reconditioning purposes, a number of complete trucks have been mounted. The Lavigne Company furnishes practically all repair parts from original stocks, manufacturing a few minor items as the occasion demands. It does very little importing from the United States to make up deficiencies in stocks or parts, except in such items as brake hands, roller bearings and carburetors. High import duties, shipping charges, etc., according to officials of the company, prevent imports of more material. In addition to supplying parts this company also builds in its own plant a truck under the name of "AS" similar to the former assembled truck of the United States Air Service.

The former A.E.F. trucks, reconditioned or repaired when necessary and now scattered in every part of France, are employed in a great variety of commercial and industrial pursuits, such as construction (one constructor in a provincial town employs a fleet of twenty), street and highway building and maintenance; it is not even uncommon to see them hauling paving material on the streets of Paris. The former ambulances have been converted into delivery trucks, etc., mostly for use in the provinces.

### MOTOR CHALLENGE

BRITISH BID FOR AUSTRALIAN MARKET

#### HEAVY TASK

English motor-car manufacturers are making a strong bid for supremacy in the Australian market, where English motor-cars are at present far outnumbered by American cars.

Reports from three delegations to Australia have convinced English manufacturers that ordinary English cars are unsuited for the Australian market, because English motor-car manufacturers have specialised for years in obtaining every ounce of advantage out of limited horse power.

Australian road conditions necessitate a large reserve of power, high road clearance and exceptional top-gear performance. With these three conditions in mind, Morris Motors, Ltd., have evolved a new car, made exclusively for the Australian market, which in price will be able to compete with the cheaper and lighter American "sixes," such as the Chevrolet, Dodge, Pontiac and Oakland.

As a competitor of the larger and more expensive American "sixes," such as the Buick and the Chrysler, a special "six" has been designed by the Austin Motor Car Co., Ltd. It is already on the market, and the manufacturers report that the sale in Australia now exceeds the capacity of production.

The English manufacturers, however, have a heavy task before them if they are to oust the American car from the Australian market. Figures issued by the Department of Overseas Trade show that during last May 881 automobile bodies were imported from the United States into Australia, as against 69 from England. For unassembled chassis the figures are 3,374 from the United States and 691 from England; and for assembled chassis 449 from the United States and 78 from England.



## GROWING DEMAND FOR MOTOR CARS THROUGH- OUT WORLD

### MARKET FACTS

Due to its unusually complete line of motor cars which covers all the market except the very highest price group, and also because of its leading position in automotive development, sales figures of the Willys-Overland Company of Toledo, Ohio (U.S.A.), may be accepted as fairly representative of present day tendencies in consumer demand.

A new record was established for Willys-Overland exports in July when 5,555 cars were shipped to overseas markets. This is an increase of 168 per cent. over the same month last year.

Since the first of the year when drastic price reductions on the Whippet four were announced, the sales volume in the foreign markets spurted upwards, paralleling the development in the domestic market. This general buying demand has continued unabated and each month has shown an outstanding gain over the previous month, the total shipments for the first seven months exceeding that of any previous period.

Successful Year  
This condition is also reflected in a financial statement recently issued by that company. Net earnings for the first six months of 1928 were \$5,641,517.27. After paying the required dividends on preferred stock, this was sufficient to permit a dividend of \$2.01 per share on common stock.

"This year marks the most successful year for Willys-Overland in the history of its export business," says Mr. John N. Willys, President of the John N. Willys Export Corporation. "Although Willys-Overland products have for years enjoyed a fine acceptance overseas, the present year's business is outstanding and far exceeds that of any other year."

"We have expanded our selling organization materially during the current year, with the addition of more distributors and dealers throughout the field. There is no reason to believe that this fine business condition will reverse itself."

Both the Whippet four and six and the Willys-knight sixes are experiencing the greatest buying demand ever registered in the foreign markets. This is the result of outstanding performance in competition with every type of motor car of both American and European make."

### LUXURY CAR

DEVELOPS MORE THAN  
100 H.P.

One of the outstanding American cars of the high priced, luxury class is conspicuous for its high power rating as well as for other qualities of beauty, comfort and performance. The new Stearns-Knight Eight, while it is rated at 39.2 H.P., actually shows developed energy at 2,600 R.P.M. of more than 100 brake horsepower, according to figures given by the engineers. The motor driven at its point of maximum efficiency will move the car at a speed in excess of 70 miles an hour, which ranks this Stearns-Knight model as among the fastest stock cars built in America.

The engine assembly is conspicuous for its compactness and neatness of appearance. The absence of valve mechanism eliminates all the usual construction necessary to permit attention to poppet valves.

Starter, generator, water pump and exhaust manifold units are carried on the right side of the motor, which also carries the crank case oil filler pipe. In the construction of the Stearns exhaust manifold, the cylinders each exhaust directly into the manifold, assuring a quick scavenging of the dead gases. The travel of the exhaust gases is over the top of the motor and down on the left side where they pass around a hot spot, heating the intake gases before they pass into the intake manifold.

Fan Assembly  
Intake manifold, carburettor, air-strainer, oil pump and distributor units are assembled on the left side of the power plant. The shaft driving the distributor is housed in a section of the motor base and crank case casting. An oil purifier is carried at the front end of the motor.

Clutch and transmission housings are in unit with the motor construction. An interesting feature of the clutch operation is the ease with which the length of throw necessary to operate the clutch may be adjusted. The lever which carries the clutch pedal is connected to the clutch disengaging mechanism by a slotted arm and adjustment of the throw of the pedal is obtained by changing the position of the bolt in the slot in this arm.

The fan assembly at the front of the motor block carries a two-bladed fan of heavy capacity, the fan being belt-driven and easily adjustable.

## CAR SPEED RECORD

### SEGRAVE AGAIN AFTER TITLE IN REMARKABLE CAR

Full particulars are now available of the remarkable car with which Major Segrave, who was the first man to travel in excess of 200 miles per hour in a car, is again to attempt to establish a new motor speed record on Daytona Beach, Florida, next March.

The car that the famous British driver will drive is almost completely assembled. Its cost, which amounts to many thousands of pounds, is being borne by two London business men.



Major H. O. D. Segrave.

A week after the land record, Major Segrave proposes to attack the water speed record with a motorboat.

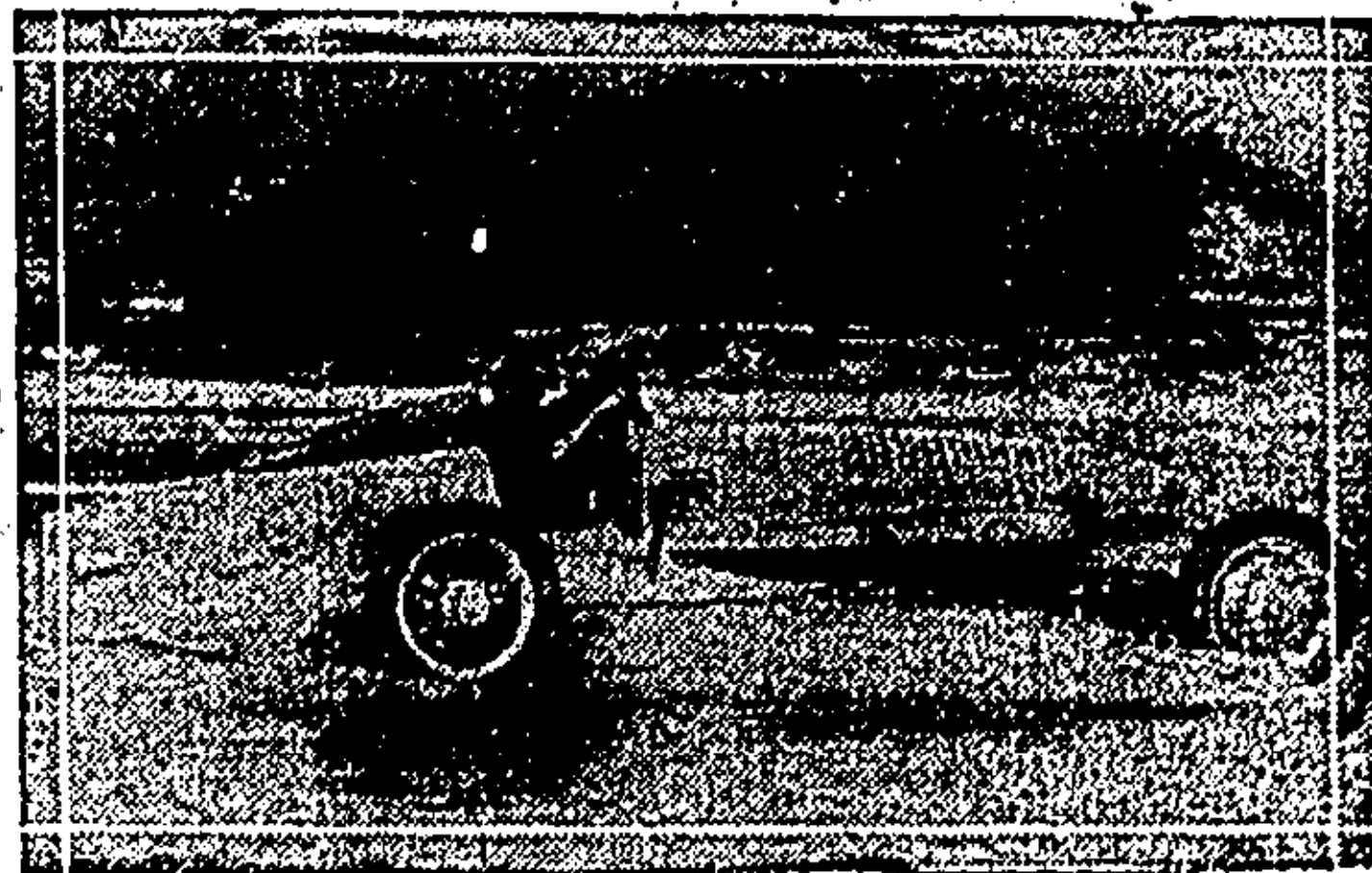
### What About Campbell?

Many features of the mechanism still remain a closely guarded secret but the car is designed to travel at least 240 miles an hour. The body is only 2 ft. wide, the length 28 ft., the weight 3½ tons, and the Napier engine has been developed to give a maximum of 1,000 brake horse-power without forced induction.

The brakes are specially designed to reduce the risk of heat since they will have to enable the car to pull from 240 miles to 4 miles.

### Telescopic Sights

One most remarkable feature is the equipment of the car with telescopic sights. When travelling at 200 miles an hour or more it is impossible to steer by the ordinary objects and flags marking the course, they appear merely as a blurred line. With a line of telescopic sights similar to



The Bluebird at Speed.

those used with rifles, the car will be steered much as a bullet is aimed.

Two huge targets will be erected at Daytona on a scaffolding above the electric timing wires, one at the start and the other at the finish of the measured mile course over which the attempt is to be made. Each target will have a bull's eye.

The driver when gathering speed will get the car's sight aligned with the bull's eye on the first target and drive straight for it, sighting on the second bull's eye as he enters the measured mile. The slightest deviation from a dead straight course when travelling at a high speed might easily lead to disaster.

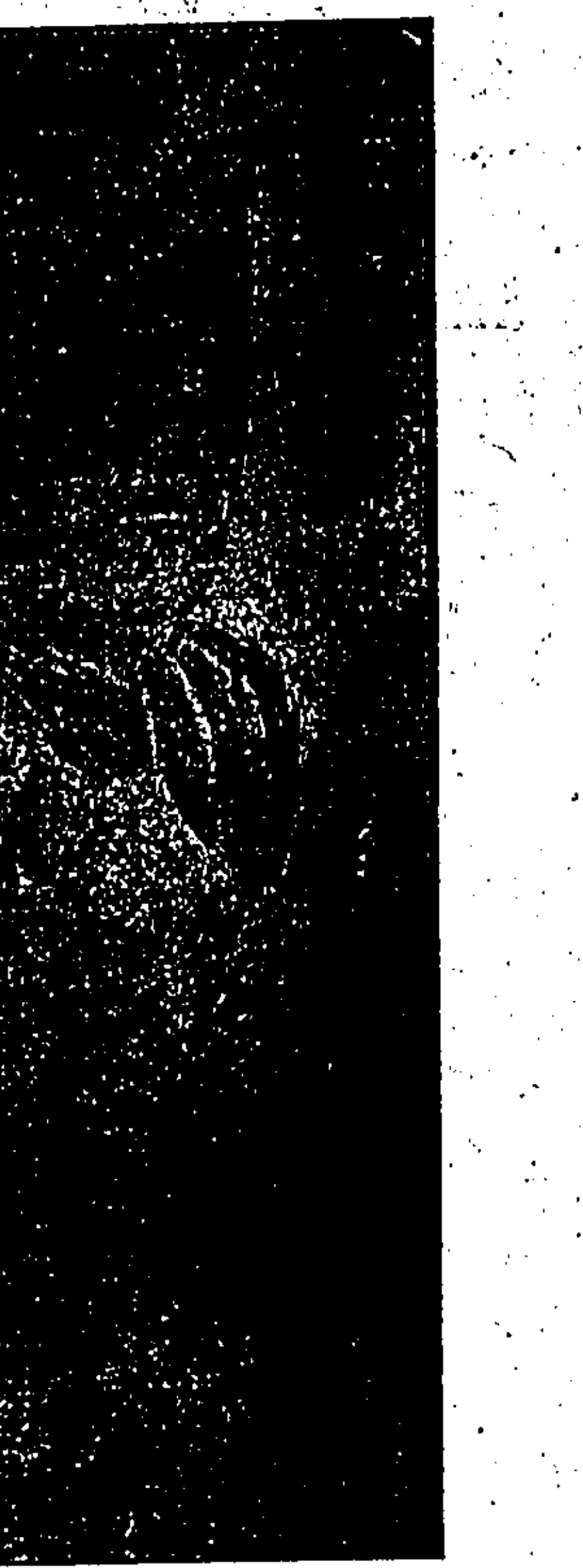
### Present Record

The present record is held by the American motor ace, Ray Keesh, who it will be recalled, won the speed record at Daytona Beach on April 18, when, under the auspices of the A.A.A. Contest Board, he drove a car designed as

a Triplex with three Liberty motors, at the rate of 207.55 miles an hour, defeating the previous record held by Capt. Malcolm Campbell noted British driver. The car was built by J. M. White of Philadelphia.

By reason of his win, Ray Keesh will receive an annual award of £1,000, nearly \$5,000, as long as he holds the title. He also captured the Wakefield gold trophy, donated by Sir Charles Wakefield, noted patron of sports, Keesh has already received the first payment of the honorarium.

The payment amounting to \$535.12, covering the period from April 22 to May 31, has already been transmitted to the record holder, and the payment from the fund will be made to him on a

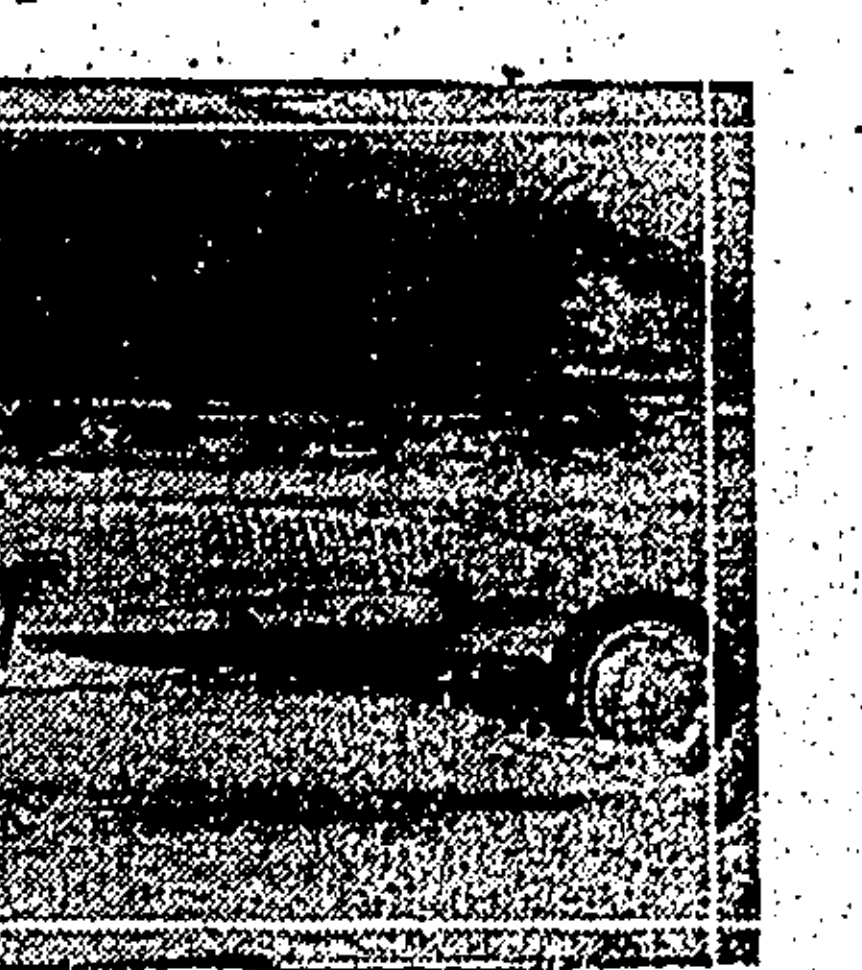


Major H. O. D. Segrave.

monthly basis. This announcement has been made by the Contest Board of the A.A.A. following receipt of word from Sir Charles Wakefield that the record has been formally ratified and accepted.

### Capt. M. Campbell

Driving the Bluebird, Capt. Malcolm Campbell managed to secure the title from Major Segrave some few months after the latter had driven in excess of 200 miles an hour. It will be recalled that Mr. Farry Thomas was the first to attempt at a world speed record, and while in a gallant endeavour at Brooklands he met with a fatal accident. Segrave then took up the idea, and met with great success, driving a huge horse-powered car constructed by the famous British car manufacturing plant, the Sunbeam Company. Segrave had not held the record for long when Capt. Malcolm Campbell snatched it at a speed in the neighbourhood of 205 miles per hour. Then Frank Lockhart, the young American motor ace, after



The Bluebird at Speed.

an unsuccessful attempt in a comparatively small horse-powered car, was killed in the second attempt, when his car turned over at speed.

Before Lockhart met his death, Ray Keesh drove his Triplex car in better time than Campbell and secured the world title at a speed of 207.55 miles an hour.

### In Denmark

The second and fatal attempt of Lockhart proved to be the last of a long series by famous drivers of both America and England. The former country proved to be successful in the end, but the latter are by no means to be counted out. They have not "quit" yet.

Capt. Campbell, as everyone is undoubtedly aware, announced his intention to regain his lost title not in Florida as one would assume, but in Denmark, at a certain beach he described as a perfect rendezvous for such an attempt. But, however, in his keen

## PLUCKY ATTEMPT

### BRITISH INTERNATIONAL TROPHY BOAT CAPSIZES

Information has just been received that a stroke of ill luck to Miss Carstairs' speed boat "Estelle 11" the British challenger for the British International Trophy motor boat races at Detroit in September 1 and 3, probably was the result of America retaining the Trophy.

Miss Carstairs, the well-known Woman Marine Motorist, had the boat specially built at British Yards, and fitted with a British 900-h.p. engine, and shipped this remarkable little 21-ft. craft over to America, to make a plucky attempt to capture the Trophy back for Britain. In the first days racing, however, after making a good start and covering two miles, the boat too lightly built for the conditions there, overturned, Miss Carstairs breaking two ribs and her mechanic also sustaining injuries.

The boat was putting up a very fine speed considerably in excess to the American Winner, whose average speed was 45.63 knots, and no doubt the British boat would have been successful but for her unfortunate mishap.

## FUEL WASTING

### CONTROL UNIT TO KEEP MOTOR FIT

#### THE RADIATOR

A radiator is the "temperature control" unit designed to keep a motor in the pink of condition. Proper radiation means good engine performance. Impaired radiation means loss of power, knocks and everything else that a motorist dreads.

When it comes to radiators, George T. Albright of Detroit knows what he is talking about, for he has been connected with the radiator business practically all of his life from the early days when he operated a service station up until the present which finds him manager of Radiator Sales and Branch Service Departments for United Motors Service, with his office in General Motors Building.

And United Motors, as the official service organization for Harrison radiators, is in possession of a wealth of technical data, gathered from the actual operation of its own branch service departments and through its authorized radiator service stations throughout the entire United States and many parts of Canada, so that Albright is doubly qualified to talk on this subject.

"A radiator," said Albright, "is more than a cooling system. It is a temperature regulator. It is designed to keep the engine temperature at approximately the correct degree for the best performance." He continued:

To function properly, an engine should operate at the highest possible temperature under the boiling point, and the radiator is so designed as to keep the water at the proper temperature.

By doing this, the radiator saves gasoline, prevents excessive use of oil and reduces the danger of tight or "frozen" pistons. It saves gasoline because in an engine operating consistently at the proper temperature, the combustion is nearly perfect. It saves oil by keeping the pistons at just the right snugness through maintaining an even heat.

Every car owner should see that his radiator is properly cleaned out at least twice a year. United Motors radiator service stations are equipped to do this in a special manner that not only removes all sediment from the radiator itself, but cleans out all the accumulated rust, silt and scale from inside the water jackets.

disappointment, the King of Denmark refused Campbell's request for permission on the sands.

Still determined in spite of this reverse, Campbell has decided to look for the premier motoring award in a place that would strike one as rather peculiar. The place is the Syrian Desert. It should prove to be suitable for the run itself, but whether it is in an ideal situation, would be hard to say. The ignorance of the local inhabitants, i.e., the Arabs may cause trouble of a serious nature either in wrecking the car, or by endeavouring to their utmost to stop the British ace from even making the attempt. In all probability these inconveniences have been attended to and the going made as smooth as is possible under the circumstances.

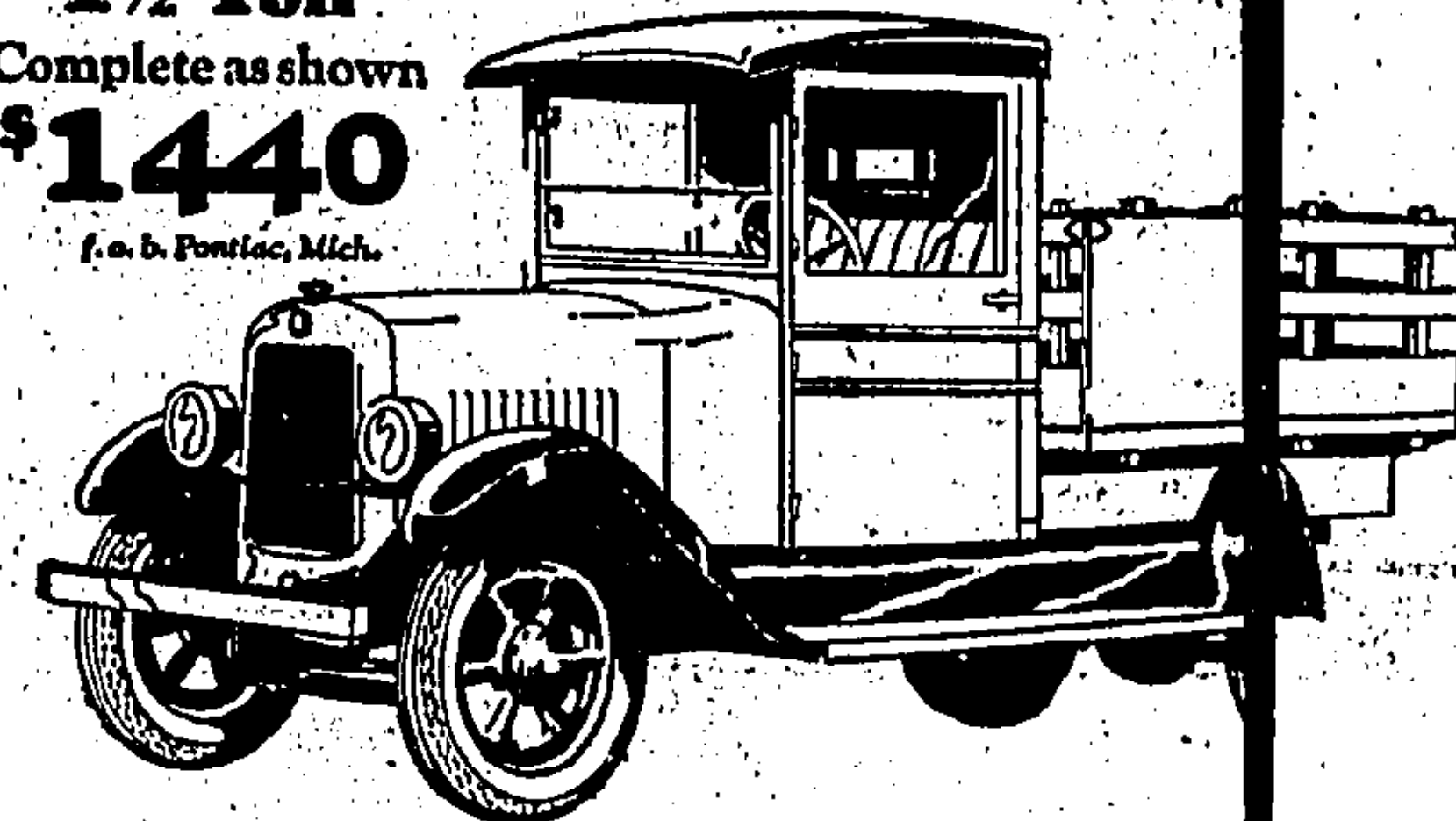
Whether Campbell or Segrave, two famous Britishers, will establish new records remains to be seen, but in any case, all attempts may be assured, and British prestige will be upheld.

If all goes well with his land attempt, whether he regains it or not, Segrave proposes to attempt for the "water record" which is held by the Americans, a week after the land record. He will drive a motor boat with a Napier engine, similar to the one embodied on the car.

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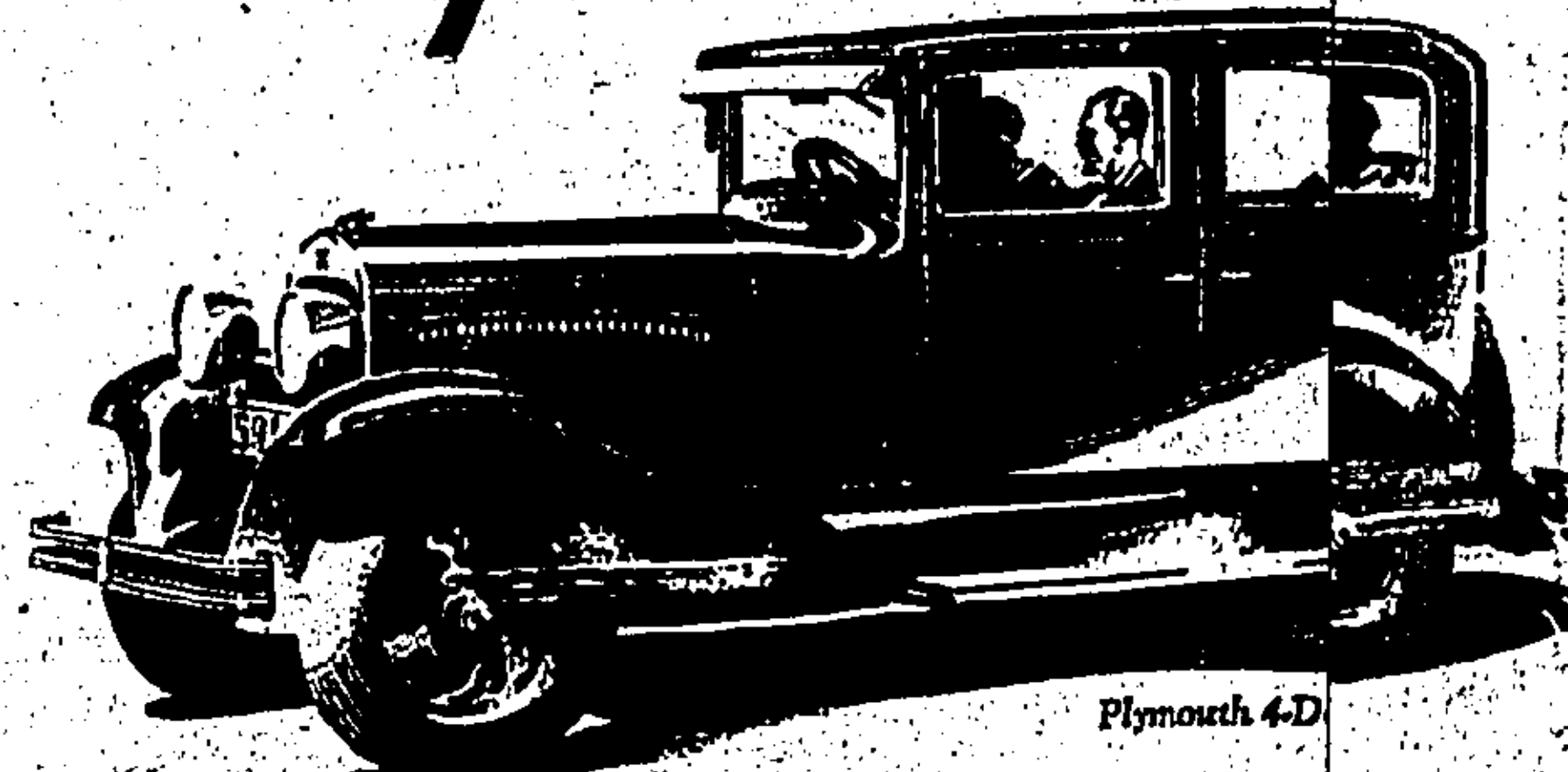
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The hundreds of thou-

sands who have already inspected the Plymouth details and have experienced its smooth and economical performance, its luxurious comfort, have enthusiastically acclaimed it as setting up an entirely new high measure of low-priced quality and value.

And naturally, they have

asked only an obvious question after seeing Plymouth— "Can enough be built to meet the demand?"

See the new Plymouth. Don't be content to ride in it. Then you'll find that "Can enough be built to meet the demand?"

Price **\$2,500**

Completely equipped, with leather upholstery.

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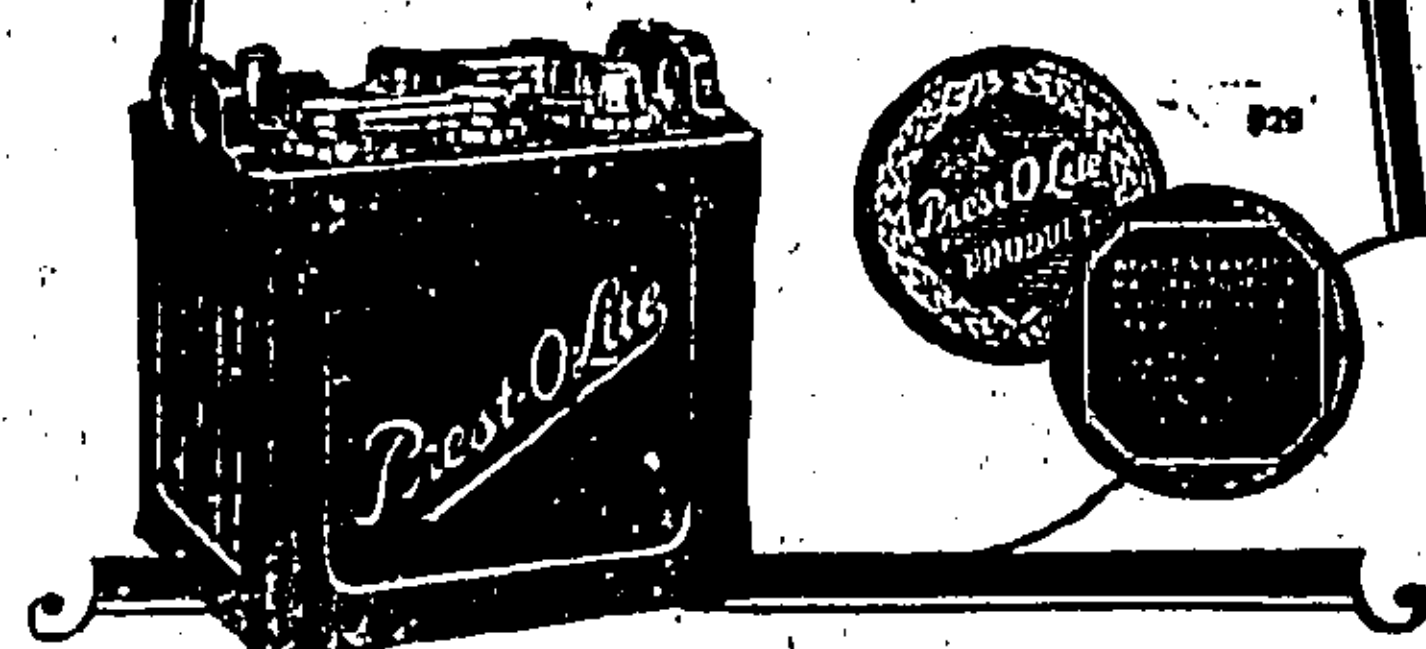
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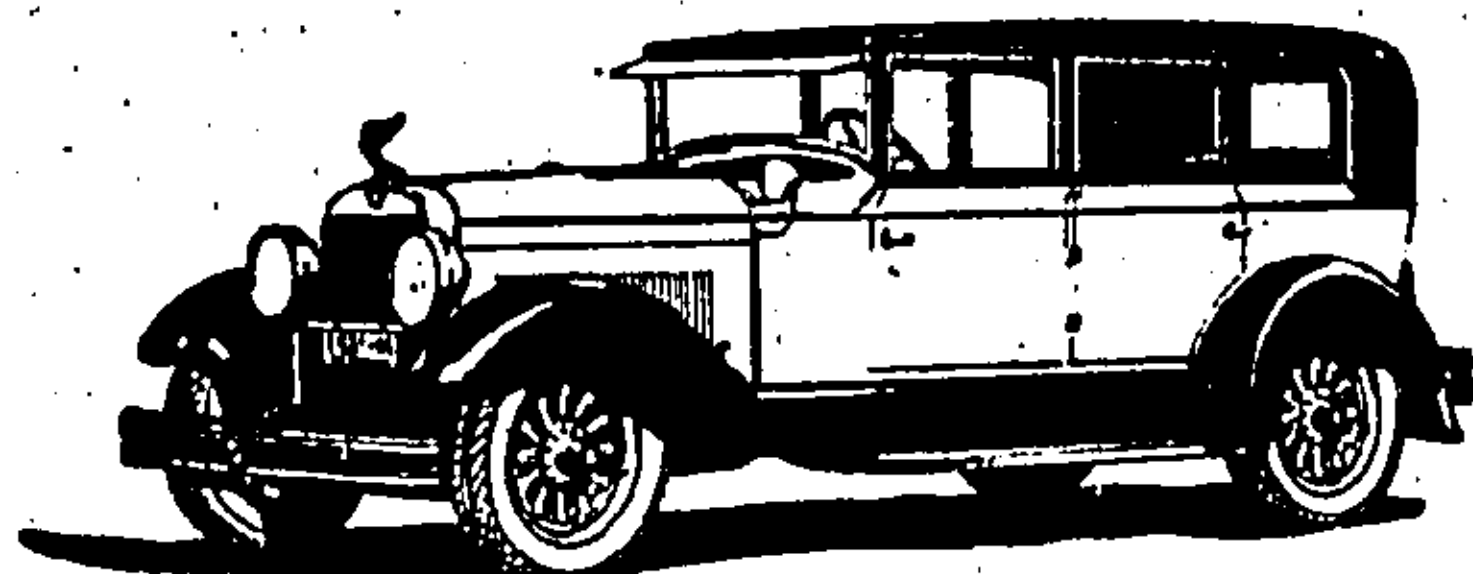
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### PROPER REPAIR

OF TYRES IS MOST  
VITAL

WARNING ISSUED

When you drive at a speed of thirty miles an hour you are covering a distance of 88 feet every two seconds. In other words, at a speed of thirty miles an hour two seconds is plenty of time for your car to go from the road to the fence, if you lose steering control.

A break in some part of the steering rig is a rather unusual accident; but you are quite apt to lose control of your car for at least two seconds if a balloon tyre on a front wheel suddenly goes flat.

Many Cause Collision  
An unexpected flat tyre on a rear wheel may not jerk the wheel from your hands, but it is quite apt to cause the car to swerve enough to cause a collision with a car going in the opposite direction and may even put your car in the ditch, says F. H. Ford, research engineer for the Shaler Company.

In case of an ordinary puncture you usually have sufficient warning to permit you to slow down before you get into trouble. This is not the case when the air is let out of the tyre suddenly by a blowout, a cut or the loosening of a makeshift repair on a tube.

The sudden and violent wrench given the steering wheel by the excessive drag of a deflated tyre is almost sure to twist the wheel from your grasp and you go from fancied safety to a wreck in the ditch in the twinkling of an eye.

You cannot always guard against a cut or a blowout. You can, however, insure against accident due to the failure of a makeshift tube repair by insisting that all repairs to tubes shall be permanent heat-vulcanised repairs.

Be Sure Of Repairs  
A patch on a balloon tube must stand an excessive strain from the constant bending and stretching to

which it is subjected when run in a thin-walled balloon tyre. In addition to this bending strain, every time the wheel turns the friction between the tube and the inside of the tyre tends to drag the patch away from the injury it covers.

The only way you can be sure of safe repairs to balloon tubes is to use a patch made from a grade of rubber which, after it is vulcanised, is as tough or tougher than the rubber of the tube. The tougher grades of rubber require a temperature of about 265 degrees Fahrenheit to change the material of the unvulcanised patch from a soft, sticky, putty-like substance to an elastic, tough, permanent, vulcanised patch. With a properly made vulcanised repair the heat and pressure necessary for vulcanising actually fuses and welds the patch into an integral part of the tube.

For your own safety you must realise the importance of insisting on all repairs to tubes being neat vulcanised. Such a repair takes no more time than a makeshift job. Practically all of the better class of repair men use this method of making tube repairs.

#### Vulcanising Set Helps

There are reliable vulcanising outfits, small enough for the motorist to carry under a car seat, which will enable you to make a regular "professional" vulcanised repair on a tube, anywhere, anytime, quickly. The repair units used with these vulcanisers consist of a metal pan filled with the exact amount of dry, solid fuel required to vulcanise the patch of unvulcanised rubber which comes mounted on the lower side of the pan.

When the unit is clamped over the repair and the fuel lighted the heat from the burning fuel vulcanises the patch and welds it to the tube.

A tube is only as strong as the weakest patch on it. Do you take unnecessary risks? Insist on vulcanised repairs and have all the patches as strong as the tube itself.

### A MYSTERY CAR?

ENTIRELY NEW TYPE OF  
VEHICLE

LOW FUEL COSTS

Reports about an entirely new type of car, having an engine without a magneto or carburettor, may seem very intriguing, but actually there is nothing mysterious, sensational or even novel about the proposed new vehicle, except that the formation of a company for its manufacture in England is a new development.

#### Diesel Engine for Aircraft?

London, Sept. 15.

The possibilities of the Diesel or semi-Diesel engine for road vehicles have several times been discussed within recent years, and experiments have been going on for a long time towards the production of a power unit working on Diesel principles suitable for road vehicle use. The Diesel engine has certain very marked advantages, though the absence of magneto and carburettor can hardly be numbered among them, as each of these instruments is replaced by another—the fuel injection valve and pumps—which probably do not, on the whole, mean reduced complication or a smaller number of working parts. It happens that the majority of Diesel engines work on the two-stroke cycle, which obviates the need for valves, but, like the two-stroke petrol engine, the Diesel giving one explosion every revolution is apt to be extravagant, especially in lubricating oil, so that it is more than probable that the Diesel engine adopted for road vehicle work would be most satisfactorily designed on the four-stroke cycle with valves.

#### The Advantages

The advantages of the Diesel engine as a type are its low fuel cost—it uses fuel oil that at present is priced at about fivepence a gallon, threepence if bought in large quantities, which is not likely to be for private car use—great durability and a high factor of reliability, while a consideration that is not so great in practice as it might appear is the freedom from fire risk, as the fuel oil is, under ordinary conditions, quite non-inflammable.

Against these advantages must be weighed the very high first cost of the engine as compared with the ordinary petrol motor—so high is this first cost indeed, that it is quite common to find makers' catalogues quoting no prices at all, even though the lower running costs are most fully expounded; great weight—which is necessitated by the high working compression and in large measure contributes to the durability asset already mentioned; and lack of flexibility. By comparison with the petrol engine the Diesel has a very narrow speed range, a minimum speed of 400 r.p.m. with a maximum of double this figure being fairly good.

Thus, certain facts emerge in connection with the proposed application of this type of power plant to road vehicle propulsion. The vehicles having it would be high in first cost, either they would be heavier than petrol engine vehicles of similar capacity, or their engines might readily lose their durability asset, and the lack of engine flexibility would make necessary an elaborate form of variable speed gear, failing one of the infinitely variable transmissions about which so much is heard but so little seen. Given one of these infinitely variable transmission systems, the Diesel engine would lose one of its greatest limitations for road use, but it would be optimistic to pretend that such a transmission system is likely to be available for a long time to come.

#### For Aircraft Also

So much on the theoretical side. On the practical side merges the fact that road vehicles with Diesel power plants have been in existence for some time on the Continent, and the Peugeot Company of France has even gone so far as to produce a private Diesel engine car. Also, and this is really most striking of all, the use of Diesel engines for aircraft has formed the subject of some quite encouraging experiments. If the Diesel engine can be made light enough and with a satisfactory power to weight ratio for aircraft, there should be no great difficulty in adapting it for car use, but it must be remembered that the flexibility factor is a quite minor consideration in aircraft by comparison with road vehicles. Hitherto the useful sphere of the heavy oil engine, whether Diesel or semi-Diesel, has been limited to stationary power plant and marine work, in both of which spheres weight is of as little importance as flexibility.

But whether views may be held as to the promise of this heavy and slow speed engine for road vehicle use, it would be absurd to

### CHANNEL CROSSED

REMARKABLE ACCOMPLISHMENT BY MOTOR BOAT

THE "SEACAR"

One of the most sensational events in the activity of British Motor Boating took place on Saturday, September 8, when the Hon. Mrs. Victor Bruce, the well-known Woman Motorist made a successful attempt to break the record speed in an outboard engine hydroplane motor boat across from Dover to Calais and back, accomplishing the trip in a total time of under two hours, and upon this creditable cross Channel performance with her 8-h.p. engine outboard boat, Mrs. Bruce is to be congratulated. The excitement of Mrs. Bruce's cross channel dash, however, somewhat overshadowed the almost equally remarkable performance of the official observation boat, Mr. Mawdsley Brooke's "Seacar" driven by Mr. Wavney Brooke, whose speeds were almost identical. The "Seacar," a 24-ft. seven seater 30 m.p.h. Runabout, one of the latest standard Motor Boats produced by the pioneer British firm, J. W. Brooke & Co., Ltd. of Lowestoft, was placed at the disposal of the "Daily Sketch" for observation purposes and in case of accidents.

#### Heavily Loaded

In spite of being loaded to the full passenger carrying capacity, with photographic apparatus, parts for Mrs. Bruce's boat "Mosquito" and other paraphernalia, "Seacar" reached Calais from Dover in exactly one hour's elapsed time. The rest of the story concerning this representative British standard Motor Boat is adequately told by the well-known British Motor Critic, Mr. Robert W. Beare, in the "Daily Sketch" of September 11 who wrote:—

"I have seen it stated that the little hydroplane left 'Seacar' standing, implying that the 8-h.p. craft was enormously faster than the 100-h.p. six cylinder boat. It is only fair to say that actually the speed of the two were identical. 'Seacar' was not only carrying spare batteries, tools and various parts for the hydroplane, but was loaded down with the greatest number of passengers that could be squeezed in. The only intention was to patrol Mrs. Bruce's course for observation purposes, and in case of accidents.

#### "Amazing Speed"

"I wish to do justice to 'Seacar' all the more because Mr. Brooke very kindly gave me a demonstration of the boat's capabilities in Dover Harbour, and I was frankly amazed at its speed, acceleration, and general controllability.

"When travelling flat out at something well over 30 miles an hour, Mr. Brooke frequently put the wheel hard over and turned the boat in her own length. The most nervous of passengers would not have felt a moment's fear for perhaps the most notable feature of all is 'Seacar's' essential stability.

"'Seacar's' performance impressed me most of all as a motorist, for anyone who can handle a car must be fascinated by the joy of driving the boat. Steering is just as sensitive as that of a car, while engine control by a foot accelerator is identical with that to which we are accustomed.

"The 'Seacar' is worthy of special consideration, as it is the answer of Britain's pioneer Motor Boat-building firm to America's competition. A sudden demand has sprung up in this country for something in the nature of an aquatic motor-car, and the Brooke boat represents the first serious attempt to regain ground already lost to American competitors.

"From my experience with 'Seacar' I should say that it is the ideal craft to appeal to the motorist and satisfy his craving for speed, liveliness and comfort. When I say that Mrs. Bruce herself, became an instant convert when she was given charge of 'Seacar,' something of its appeal may be imagined."

attempt to crab any possible new development. Greater difficulties have been overcome in the general sphere of internal combustion engineering in the past, than those confronting the pioneers of Diesel application to a sphere where flexibility and lightness are of supreme importance, and there is no reason why the heavy-oil engine should not be regarded as a possibility of the future. But there is every reason to believe that before this possibility materialises, steam will have undergone such improvement in its application as a power plant of road vehicles, that when the Diesel engine car does come it will find a powerful rival using the same cheap fuel awaiting it. And the steam car will, of course, have as its main asset that supreme flexibility which not even the petrol car can hope to equal; and the lack of which may always keep the Diesel engine car a long way behind the conventional petrol car.

## THE SILVER ANNIVERSARY BUICK



**NEW**

VENTILATION  
WIDER SEATS  
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INCREASED HEADROOM  
ADJUSTABLE FRONT SEATS  
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STEERING WHEEL AND CONTROLS

IN the Silver Anniversary models Buick has recognised the important part which riding comfort, a term relatively unknown until a few years ago, plays in owner satisfaction.

Here are a few of the seventeen new factors that make the 1929 Buick the most comfortable car we have ever offered.

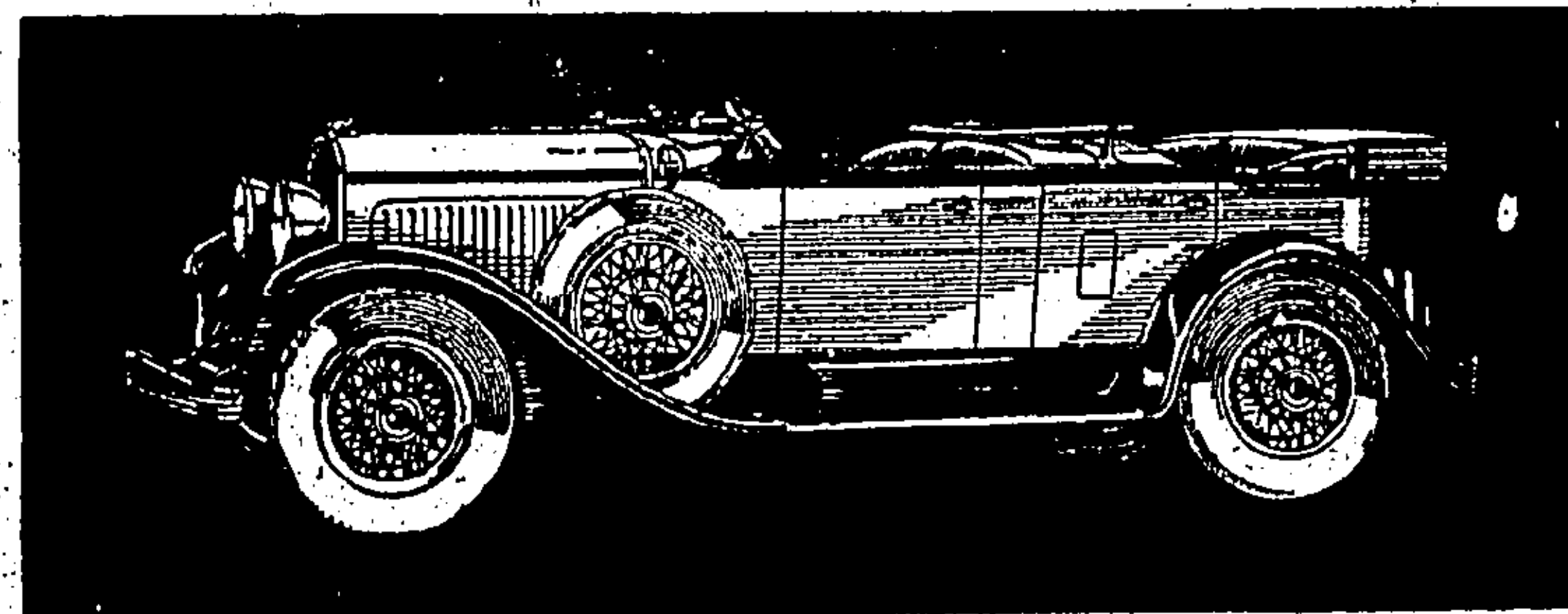


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## Not Chrysler- But the Chrysler Public



BROADLY speaking, the measure of any man's success is the size of the public behind him.

He grows as his public grows—as his acts are approved in increasing volume by an increasing public.

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Chrysler has never halted or hesitated, because Chrysler is free and has no obligations to anyone but its own public—no limit except the limit of its own creative powers, its own energy and enthusiasm, its own faith in the boundless resources of the nation.

Chrysler quite frankly confesses its intention to try to surpass other cars and other manufacturers—quite frankly admits an enthusiastic ambition for continued leadership in value giving—quite frankly intends to leave nothing undone to earn and deserve and hold the greatest motor car public in all the world.

This, it seems to the Chrysler management, is the urgent need of every manufacturing institution which aspires to satisfy a swiftly-moving public—to realise that it does move, that yesterday is dead, that laurels wither, that today is gloriously alive, that tomorrow calls clamorously for greater and greater endeavor.

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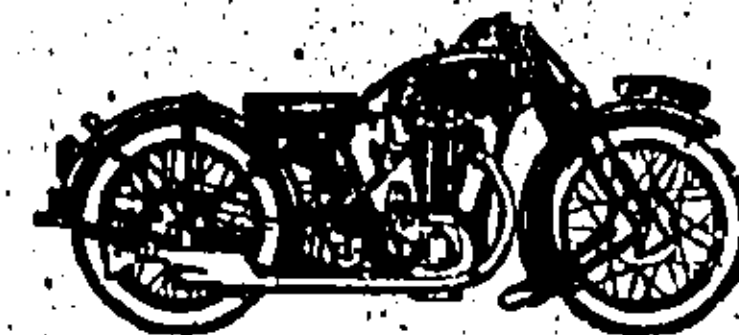


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HONG KONG, THURSDAY, NOVEMBER 8, 1928.



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"ANTENOR" 22nd Nov. Marseilles, London, Rotterdam & Glasgow.  
"DIOMED" 11th Dec. Marseilles, London, Rotterdam & Hburg.

## LIVERPOOL SERVICE.

"TITAN" 20th Nov. Genoa, Havre, Liverpool & Glasgow.  
"GLAUCUS" 20th Dec. Genoa, Havre, Liverpool & Glasgow.

## PACIFIC SERVICE.

via KORE & YOKOHAMA.  
"IXION" 17th Nov. Victoria, Vancouver & Seattle.  
"TYNDAREUS" 13th Dec. Victoria, Vancouver & Seattle.

## NEW YORK SERVICE.

"PYRRHUS" 17th Nov. New York, Boston & Baltimore.

## INWARD SERVICE.

"HECTOR" Due 13th Nov. For Shanghai, Taku & Dairen.  
"PERSEUS" Due 17th Nov. For Shanghai, Moji, Kobe & Yokohama.

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## POST OFFICE NOTICE.

### GENERAL HOLIDAY.

On Monday, the 12th inst., the G.P.O. will be open from 8 a.m. to noon, the Kowloon Branch Post Office from 8 a.m. to 11 a.m. and the Branch Post Offices at Wanchai, Sheungwan, Saiyingpun, Yau-mat and Shamshuipo 8 a.m. to 9 a.m. only.

There will be one collection from the pillar-boxes and one delivery of ordinary correspondence as on Sundays, and also one delivery of registered correspondence at 9 a.m.

The Money Order Office will be entirely closed.

### XMAS LETTER MAIL FOR GREAT BRITAIN.

Xmas Letter Mail via Marseilles for Great Britain will be closed in the G.P.O. at 1.30 p.m. on Tuesday, the 20th inst. per s.s. "Paul Leont."

This mail is due in London on the 23rd December.

### INWARD MAILS.

From	Per
THURSDAY, NOVEMBER 8.	
Australia and Manila	Tanda
Japan	Hakata Maru
FRIDAY, NOVEMBER 9.	
Japan, Shanghai and Europe, via Siberia.	
London, 18th & 19th Oct.	Macedonia
U.S.A., Canada, Japan and Shanghai	President Jefferson
Shanghai and Amoy	Kanchow
Europe via Suez (Letters & Papers, London, 11th Oct. and Parcels, 4th Oct.)	Malwa
SUNDAY, NOVEMBER 11.	
Straits	Katori Maru
MONDAY, NOVEMBER 12.	
Straits	Trewellard
Manila	President McKinley

### OUTWARD MAILS.

For	Per
THURSDAY, NOVEMBER 8.	
Saigon	Lyeemoon 3.30 p.m.
Samshui & Wuchow	Kong So 4 p.m.
FRIDAY, NOVEMBER 9.	
Haiphong	Song Bo 3.30 a.m.
Japan	Tanda 10.30 a.m.
Swatow, Amoy and Poochow	Halyang 1 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles—due Marseilles, 7th Dec., and ship due London, 14th Dec. K.P.O. Parcels 4.30 p.m. Registration (Nov. 10th) 9 a.m. Letters 10 a.m. G.P.O. Parcels (Nov. 9) 5 p.m. Registration (Nov. 10) 9.45 a.m. Letters 10.30 a.m.	
SATURDAY, NOVEMBER 10.	
Shanghai, Japan and Europe via Siberia	Malwa 8.30 a.m.
*Straits, Mombasa, L. Marques and South Africa	Hakata Maru 10 a.m.
Straits and Calcutta: Parcels noon. Letters 1 p.m.	Suisang
Manila	President Jefferson 4.30 p.m.

\*Correspondence bearing vessel's name only.

Printed and published for the Proprietors, The Newspaper Enterprise Limited, by DAVID CHRISTIAN WILSON, business manager, at 8a, Wyndham Street, Hong Kong.

## A WARRANT FOR ARREST

CAPT. O. A. HOEG

ALLEGED FAILURE TO FURNISH INFORMATION

### COURT PROCEEDINGS

An order was given by Commr. J. B. Newill, D.S.O., R.N., at the Marine Court this morning for a warrant to be issued for the arrest of Capt. O. A. Hoeg, master of the s.s. "Tang Shan," who failed to appear in Court after a summons had been served.

Capt. Hoeg was charged with failing to furnish such information as required in accordance with table K (a) (information to be supplied by vessels arriving in the port) contrary to Sec. 22 Sub. Sec. 2 of ordinance 10 of 1899, and with failing to shift berth before noon on Nov. 7, as ordered by the harbour master. Lance Sergt. Went stated that at 10.50 a.m. on Nov. 7, he was given a summons by Mr. Nunn to serve on the master of the s.s. "Tang Shan."

On proceeding to the vessel at noon, witness found that the master was not on board, so he served the summons on the chief officer. Witness, however, explained the summons to him and was given to understand that the master would be back in the afternoon.

Later on, witness was again ordered by Mr. Nunn to serve a second summons on the master. This time witness found that the master was still not there while the chief officer was also absent, so he served the summons to the second officer.

The case was adjourned.

## UNPAID DOCTOR

JURY'S VIEW OF HIS OBLIGATIONS

Aberkenfig, Glamorgan. — The question whether a doctor was obliged to attend a child whose parents had not previously paid his medical fees was raised at an inquest here on Philip Bridges, aged one year, who was killed by a kick from a horse.

It was alleged in evidence that three hours elapsed before the doctor concerned visited the child. The doctor pointed out to the coroner that the call came while he was out after 11 a.m. He had lunch and visited the child shortly after two.

"Doctors are often called to cases affecting children," he added, "to find the cases trivial."

The doctor stated subsequently that the family had not paid him his medical fees for years.

"Only Humans"

The coroner: It is only a humane thing for medical men to come forward and assist in cases of this kind, irrespective of bills that may be owing.

The doctor protested against the coroner's remarks.

The coroner: You have no right to object.

A verdict of "Accidental death" was returned, and the jury added a rider that whether bills were paid or not, doctors should be in attendance.

The General Medical Council do not contemplate taking any action concerning the jury's rider.

"There is nothing to compel a doctor to go out in response to a summons such as this," said an official.

"A doctor cannot be compelled to go to work any more than anybody else. He can please himself."

"It may be a question of humanity; that is for the doctor himself to decide. There are some universities, I believe, where a doctor takes an oath never to withhold his skill in cases of need, but on the general principle whether or not a doctor should be compelled to go out at any time of the day or night no matter what the inconvenience to him might be, the General Medical Council is not empowered to intervene."

## GOLD FROM THE SEA

FRENCH HOPES

STORY OF RUSSIAN CHEMIST'S SUCCESS

### RIVER "PAY DIRT"

Paris, Oct. 15.

There is a new wave of gold seeking in France, following reports that the Russian chemist Glazounov has succeeded in abstracting more than double the quantities hitherto obtained from sea-water. Particularly along the coast of Brittany and western France; it is believed that large fortunes will eventually be made by a highly specialised form of placer-washing and chemical treatment.

But France's rivers are also said to be rich with gold deposits. In the Crouse, the Loire, the Meurthe, the Moselle, and even the Rhone, small quantities of the glittering metal have been obtained from time to time. Even some of the tributaries of the Seine have furnished indications that the hilly regions of Normandy may contain hidden wealth beyond the dreams of the peaceful farmers of the region.

Scholars Try It

Hardly a school holiday passes in the districts mentioned without parties of students "proposing," as seriously as did the "49ers of California. They wash the sands in their improvised wooden shakers, and while the day's turnover is ridiculously small, there is now ample proof that "gold is there."

More serious undertakings are in prospect near the various barrages which have been constructed since the war in the Crouse and Rhone for the development of France's electrical power. Veritable cataracts have been created, and these have already washed down quantities of what the natives humorously call "pay dirt." Despite their disbelief, however, land prices in the vicinity have more than doubled during the past year.—United Press.

## DRIZZLE LIKELY

North-east winds, moderate generally, fair, possibly some drizzle, is the forecast until noon to-morrow.

A strong anticyclone is central to the north of Peking and a depression covers the Sea of Japan.

Moderate monsoon may be expected along the south east coast of China and over the China Sea.

## THE CORONATION

EMPEROR AND EMPRESS NOW AT KYOTO

### THE ENTHRONEMENT

Kyoto, Yesterday.

Shortly after 1.30 this afternoon the Emperor and Empress arrived here from Nagoya, where they had broken their journey in order to spend the night, and proceeded in state procession to the Imperial Palace.

Despite a heavy downpour, immense crowds had assembled before "midnight" at every vantage point along the route taken by the imposing cortege, while troops belonging to the Kyoto Division lined the streets on both sides.

The order of the procession was the same as in Tokyo yesterday, when their Imperial Majesties set out for this city which, for so many centuries, was the imperial capital of Japan and at which, by the express wish of the present Emperor's illustrious grandfather, the great Emperor Meiji, the enthronement ceremonies of all Japanese Emperors are now held.

As in the procession from the Palace to the station at Tokyo, the most outstanding object was the Kasheko Dokoro, the Ark of the Sacred Mirror, borne aloft on the shoulders of stalwart youths clad in ancient ceremonial flowing garments of green.

Accommodation For Visitors

The whole city is gay with flags and bunting and with brilliant decorations of all kinds. Accommodation for the multitudes of visitors who have come up to witness the ceremonies is at a premium. Reservations have been made for months in advance, and many taps

of thousands, finding every hotel and inn and even public and private buildings booked up, have had to seek further afield for board and lodging and are staying in neighbouring towns and villages.

Hundreds of thousands of loyal subjects from all parts of the country were present to view the state entry of their Rulers into this ancient and picturesque hill-city, which has played so important a part in the past history of Japan.

The Cabinet has already established its office here, as also have the various government departments. For the next two or three weeks therefore all important government business will be transacted from Kyoto instead of from Tokyo and, as all the important government officials, party politicians, leaders of society, and even the heads of the great business houses, have transferred to this new temporary capital, Kyoto will, for the time being, be the centre not only of Government but also of politics, business, and society generally in Japan.

## MANCHURIA'S PAPER MONIES

STUPENDOUS SUMS

JAPAN TO HELP IN RESTORING LOST CREDIT?

### GOVERNMENT'S BANK SHARES

The unsatisfactory currency situation in Manchuria has impelled the Dairen Chamber of Commerce (Japanese) to take up this subject for urgent consideration and it has decided, conjointly with the Associate Chamber of Commerce and Industry in Tokyo, to petition the Japanese Government suggesting the opening of negotiations with the Chinese authorities with a view to arriving at a satisfactory solution in a spirit of friendly co-operation.

According to the information compiled by the special committee of the Dairen Chamber, the total issues of inconvertible provincial notes amount to 3,000,000,000 taos of Kirin provincial notes, 2,500,000,000 taos of Heilungkiang provincial notes, 45,000,000 of Harbin dollar notes and 1,000,000,000 of Fengpiao.

Stupendous though these figures may seem, the actual exchange value of all these issues put together hardly exceed H.K.\$100,000,000, so that in reality the currency problem, although by no means easy, assumes far more modest proportions than might first be imagined.

Earnest Desideratum

Its speedy solution, however, is an earnest desideratum of Chinese, Japanese and foreigners alike, and an absolutely indispensable necessity for the sound economic development of Manchuria.

The only ones who profit by the present situation are the issuing banks themselves, and through them the authorities who are their largest shareholders, but even their profit is only momentary and largely illusory.

It is therefore to be hoped that General Chang Hsueh-liang, who has put currency stabilization on his political programme, will devote his attention to this paramount question. Whether the object is attained with or without Japanese financial assistance seems a matter of only subordinate importance.

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Police Precautions

Meantime, in order to ensure the safety of the many celebrities and important personages gathered here at the present time, and in order to guard against the possibility of any untoward incident, heavy police reinforcements have been drafted into the city and extraordinary precautions are being taken to prevent radicals and dangerous characters generally from utilising the occasion to start disorders or bring about regrettable happenings of any kind.

Pending the main enthronement ceremonies on the 10th, the general populace are giving themselves over to wholehearted rejoicing and rejoicings.—Reuter.

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